

ANNUAL REPORT
OF THE
DEPARTMENT
OF
TRANSPORTATION
& PUBLIC WORKS
FOR THE PROVINCE OF
Prince Edward Island
FOR THE PERIOD ENDED MARCH 31st



1984





GORDON LANK
Minister of Transportation and Public Works

TO HIS HONOUR

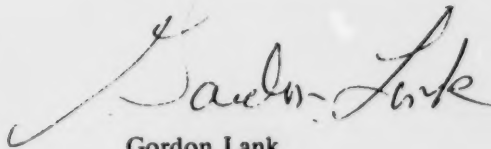
THE HONOURABLE J. AUBIN DOIRON
Lieutenant Governor of Prince Edward Island

May It Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and the Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1984.

I have the honour to be, Sir

Your obedient servant,

A handwritten signature in cursive script, appearing to read "Gordon Lank". The signature is written in dark ink and is positioned above the printed name and title.

Gordon Lank
Minister

The Honourable Gordon Lank,
Minister of Transportation & Public Works,
Province of Prince Edward Island

Sir:

Although I was Deputy Minister of Transportation & Public Works for less than half of the year covered by this report, it was long enough to give me an insight into the activities of the department and a respect for the ability and dedication of its staff. Despite the trauma of budget cuts and layoffs, the quality of service rendered by the department has been maintained.

Budget restraint impinged in a number of ways. On the Capital side, highway spending dropped to less than half its 1982-83 level. Current expenditures fell by 3½% in real terms, about 1.4 million dollars. Given the relatively fixed nature of much of our operating costs, this reduction was large enough to have serious effects upon both activities and staff.

Thirty-three permanent full time positions were converted to part time, 98 permanent positions were abolished, as were a number of full time and part time jobs filled by temporary employees. During the summer and fall, management and many of the staff were caught up in a seemingly endless process in which those whose positions had been abolished displaced employees with less service, who in turn displaced others, with predictable effects on morale.

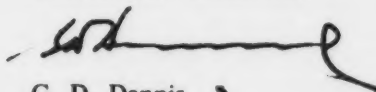
However, the year ended on a better note as it became possible to consolidate the program and staffing changes achieved so painfully in the early months. A total of 168 positions were established and filled by competition to regularize a past departmental practice of hiring casual employees on a temporary basis to do work which was, or which became, permanent in nature. In almost all these competitions, the incumbent employee qualified and was appointed.

Some reorganization also took place within the department. Upon the retirement of R. Irwin Jenkins as Director of Highway Safety, Glen Beaton, formerly Director of Planning, replaced him. Responsibility for Provincial Parks, the largest component of the Planning Division, was transferred to G. D. Murray to form part of a new Parks and Services Division, while the remainder of the Planning Division and some elements of Services were transferred to the Public Works Division under J. W. Caswell. The body of the report contains Organizational charts as of March 31, 1984, and April 1, 1984, giving greater detail.

Changes also occurred in the Highways Organization to streamline the management of services. There were formerly three employees overseeing different aspects of the department's activities in each county: a county construction engineer, a county maintenance superintendent for unpaved roads, and a county engineer for maintenance of paved roads. The new organization divides responsibility for construction into two regions reporting through one construction engineer to the Chief Engineer, T. W. Walker. One highway maintenance superintendent in each county, reporting to the Director of Highway Maintenance, George Trainor, is responsible through the District Supervisors for maintenance of both paved and unpaved roads.

The Department of Transportation and Public Works staff and myself are looking forward to the challenges ahead.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'G. D. Dennis', with a long horizontal flourish extending to the right.

G. D. Dennis
Deputy Minister

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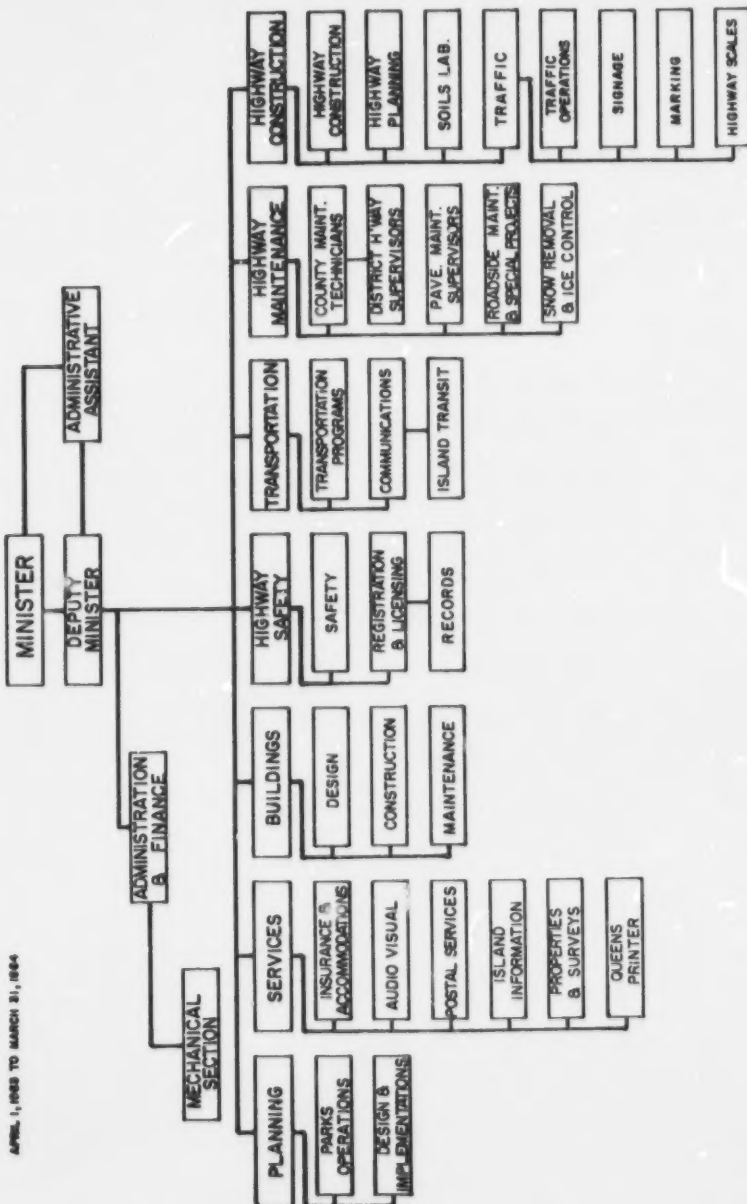
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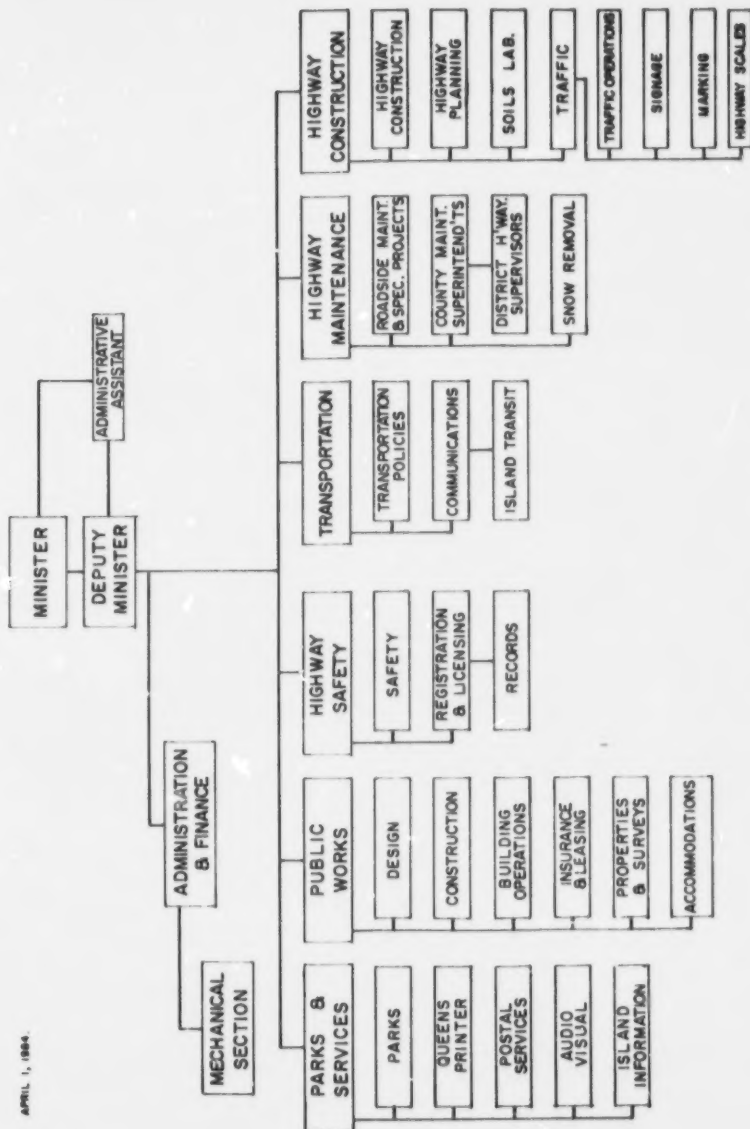
DEPARTMENTAL LEGISLATION

1. Access to Public Buildings Act
2. Architects Act
3. Crown Building Corporation Act
4. Engineering Profession Act
5. Expropriation Act
6. Georgetown Common Land Act
7. Highway Traffic Act
8. Judgement Recovery (P.E.I.) Ltd.
9. Land Survey Act
10. Land Surveyors Act
11. Off-Highway Vehicle Act
12. Public Works Act
13. Queen's Printer Act
14. Recreation Development Act
15. Roads Act

APRIL 1, 1963 TO MARCH 31, 1964



APRIL 1, 1984.



AS OF APRIL 1, 1984

PERSONNEL

Minister of Transportation & Public Works
Deputy Minister of Transportation & Public Works
Administrative Assistant

Honourable Gordon Lank
G. Douglas Dennis
Barbara Dunphy-Gotell

HIGHWAY CONSTRUCTION DIVISION

Highway Planning
Soils Lab
Construction
Traffic, Signage, Markings, Operations & Scales

Thomas W. Walker
Mike Bailey
Lee Bell
Arthur Garrett
Allan Bartlett

HIGHWAY MAINTENANCE DIVISION

Heavy Equipment & Snow Removal
Roadside Maintenance & Special Projects

George Trainor
Cyrus MacEachern
James Molyneaux

County Maintenance Superintendents:

Prince County Superintendent

District Highway Supervisors — Prince 1
Prince 2
Prince 3
Prince 4
Prince 5

Wayne Peters
Brenton Phillips
Frank MacKinnon
Keith Sudsbury
Alastair MacLeod
Alden Ryder

Queens County Superintendent

District Highway Supervisors — Queens 1
Queens 2
Queens 3
Queens 4
Queens 5 & 6

Rodney Walsh
Donald Dickieson
Clayton Coles
Bennett MacIsaac
Richard Rooney
Leonard McCabe

Kings County Superintendent

District Highway Supervisors — Kings 1
Kings 2
Kings 3
Kings 4
Kings 5

Leonard Williams
George Saville
Robert Rowell
Raymond Acorn
Irving MacKay
George MacPherson

ADMINISTRATION & FINANCE

Mechanical — Charlottetown
Mechanical — Summerside

P. Joseph Murphy
Herbert MacDougall
Eric Campbell

PARKS & SERVICES DIVISION

Parks West
Parks East
Queens Printer
Postal Services
Audio Visual
Island Information

PUBLIC WORKS DIVISION

Design
Construction
Building Operations
Insurance & Leasing
Accommodations
Properties & Surveys

HIGHWAY SAFETY DIVISION

Safety
Registration, Licensing & Records

TRANSPORTATION DIVISION

Transportation Policies
Island Transit & Communications

Douglas Murray
Garth Gillespie
Harry Simmonds
William Auld
Leo Gallant
Brian Willoughby
Frank Arsenault

Joseph Caswell
Foster Miller
Richard MacKinnon
Eric Arsenault
Keith Mollison
Milan Radanovich
Clifford Campbell

Glen Beaton
Fosh McNally
Joseph Gallant

Kenneth MacKenzie
Sterling Lane
John Kane

HIGHWAY CONSTRUCTION DIVISION

CHIEF ENGINEER'S REPORT 1983-84

This was the second year of Phase II of the Highway Strengthening Agreement. Four tenders were called for work on Route 2 between Kensington and the Graham's Road. These projects are in the first stage of construction and are scheduled for completion in the next construction season. Projects completed under this agreement which were begun the previous year were Milton to the Loyalist Road and Loyalist Road to Brookfield on Route 2 as well as the section of Route 1A between Albany and Middleton.

Although 1983 was the last year funding was to be available under the Development plan for highway construction projects, it was found that the highway sector of the plan had not drawn down all the funds available for road construction. This enabled the department to complete a section of the Western Road between Profitt's Corner and Tignish which was tendered the previous year.

The existing structure on the Trans Canada Highway over the DeSable Bridge was replaced with a modern pre-stressed concrete and steel bridge. Work continued on this project over the winter and traffic was carried over a temporary bridge while construction took place. The project was cost shared under the Highway Strengthening Agreement.

PROVINCIAL PAVING PROJECTS

There were 29.75 kilometres of new pavement placed on previously unpaved roads in this construction season. Thirty-two tenders were called for this work.

Reconstruction work was carried out on 13.69 kilometres of the rural road network. This work was made necessary due to heavy damage caused to the various sections in the spring break-up period. The department is presently engaged in plans to strengthen approximately 100 kilometers of the highway network in the coming year.

Belvedere Avenue between University Avenue and Mt. Edward Road was upgraded under the Provincial Paving Program. This road included concrete sidewalk and curb and gutters, storm sewer, pavement widening and resurfacing.

Tenders were called for the grading of the Lewes and Selkirk Roads in preparation for paving.

HIGHWAY PLANNING

An assessment of the work on the primary highways under Phase I of the Highway Strengthening Agreement was begun this year. Benefits to highway users including the trucking industry were to be studied. The three other Atlantic Provinces as well as the Federal Government were included making it a regional evaluation program.

Other activities of this section include an assessment of the primary highway needs in the Province and the continuing collection of information on a province-wide basis for the Province's Pavement Management System. Due to the magnitude of the field work involved in collecting the necessary data only partial results are expected from this system in the coming year.

This section is also responsible for the on-going collection of traffic data and records traffic data at 109 sites throughout the Province.

SOILS AND MATERIALS BRANCH

This section is responsible for quality control on all highway construction projects and in addition does testing for other departments of government on their individual construction projects.

During the year 108,068 tonnes of asphalt were laid and 3,521 tonnes of cement were used in placing 145,940 m² of soil-cement. All asphalt pavement and soil-cement mixtures were designed and tested by this branch.

TRAFFIC AND ENGINEERING

The highway marking and signing programs as well as the installation of highway and intersection lighting, highway design at intersections and other locations on an as required basis and weight enforcement on provincial highways is carried out by this section. In addition to this, it is responsible for monitoring construction zone signing and flagging procedures on highway construction projects. An inspector was employed for this work during the construction season. The year 1983 saw the first use of the new Regulations to the Roads Act in the area of weight enforcement. These provided us with a certification procedure for our weigh scale operators and technicians as well as scales and test weights thus simplifying the required court room procedures where such were necessary.

BRIDGES

Ten small crossings were replaced with new structures, four existing crossings were extended and numerous crossings were repaired ranging from new decking in some cases to repairs to caps and piling in other

cases. At Lower Montague a timber crib protecting a section of the shore line was rebuilt and at St. Georges a small wharf was repaired providing landing for local fishermen, and a short storm sewer system and catch basins were placed in Morell Village.

For this work the department uses two department crews and on occasion two contractors' crews.

One major bridge was built over the DeSable River on the Trans Canada Highway.

PRINCE COUNTY CONSTRUCTION ENGINEER'S REPORT 1983-84

New pavement was placed on 7.29 km of previously unpaved roads.

A summary of the Prince County highway construction program is listed here:

Subgrade Improvement	10.65 km
Soil-cement Stabilization	6.99 km
Gravel Base	0.00 km
Asphalt Base	12.44 km
Asphalt Seal	20.92 km
New Pavement	7.29 km
Reconstruction	5.95 km
To Receive Asphalt Seal in 1984	9.94 km

On previously unpaved provincial roads soil-cement stabilization is placed 15 cm thick and 6.7 metres wide. Asphalt is placed 6.1 metres wide, with the asphalt base 3.8 cm thick and the asphalt seal 1.3 cm thick. On roads where soil-cement is not used, the asphalt base is placed 7.5 cm thick and the asphalt seal is placed 2.5 cm thick.

RECONSTRUCTION:

During the spring, the Blueshank, the MacIntyre, the Kelvin Grove and the Leoville Roads were damaged so badly by traffic they had to be repaired by reconstructing the broken sections of road. Reconstruction of the roads consisted of: (1) removing poor material and replacing this material with 0.8 metres of sandstone and 0.2 metres of granular material, (2) placing asphalt base 7.5 cm thick and (3) placing asphalt seal 2.5 cm thick. The pavement width on the Blueshank Road was increased from 6.1 metres to 6.7 metres.

SPECIAL PROJECTS**

Spring Lane (Tignish) - Two existing storm sewer catch Basins were raised and the shoulder of the road was paved to connect a sidewalk built by the Village.

Abrams Village Intersection - The traffic flow at this intersection was improved with the construction of two traffic islands and the placing of asphalt curbing.

Acadian Pioneer Village - Mont Carmel - The Province assisted a NEED project underway at the Acadian Pioneer Village. Work in kind supplied with department machinery, men and materials and contract work was provided to assist in building sewage lagoons, driveways and parking lots.

Miscouche - Allan Road - Asphalt curbing was placed on this section of road to correct a water drainage problem.

The following is a tabulation of the work by districts:

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave. Recon.	To be Sealed
Ascension Road					0.82		
Kelly Road					1.00		
Lewis Road					0.62		
Mill Road					0.52		
Pig Brook Road					1.16		
Bernard Road T	0.7	0.7		0.7		0.7	0.7
Birch Grove Road N		1.7		1.7	1.70	1.7	
Leoville Road	0.7			0.7	0.70		0.7
**Spring Lane-Tignish				0.1	0.10		
Subtotals	<u>1.4</u>	<u>2.4</u>	<u>—</u>	<u>3.2</u>	<u>6.62</u>	<u>2.4</u>	<u>0.7</u>
2nd District							
Bolger Road					0.24		
MacArthur Road					1.60		
MacAllar Road					1.67		
Southwest Road					1.56		
Beaton Road T	1.2	1.2		1.2		1.2	1.2
*Penwarden Road T	<u>1.8</u>	<u>1.8</u>	<u>—</u>	<u>1.8</u>	<u>—</u>	<u>1.8</u>	<u>1.8</u>
Subtotals	<u>3.0</u>	<u>3.0</u>	<u>—</u>	<u>3.0</u>	<u>5.07</u>	<u>3.0</u>	<u>3.0</u>
3rd District							
*Adams Road					0.55		
Goodwin Road					0.80		
*Indian River Rd.					0.93		
Magloire Gallant					0.09		
*Penderosa Beach					1.07		
St. Raphael Rd.					0.97		
Upper Urbainville Road					0.54		
**Abrams Village							
**Acadian Village							
Higgins Road Bridge	0.01						
Kinsmen Road T	0.3	0.3		0.3		0.3	0.3
**Miscouche-Allan							
*Praught Road T	<u>0.6</u>	<u>0.6</u>	<u>—</u>	<u>0.6</u>	<u>—</u>	<u>0.6</u>	<u>0.6</u>
Subtotals	<u>0.91</u>	<u>0.9</u>	<u>—</u>	<u>0.9</u>	<u>4.95</u>	<u>0.9</u>	<u>0.9</u>
4th District							
Drummond West Rd.					0.16		
Kelly Road					1.44		
MacEwen Road					0.42		

	Grade	Stab.	Gravel	Base	Seal	Pave	Recon.	Sealed
*Moase Road					1.04			
Waite Road					0.32			
Bedeque Inter. N	0.24	0.24		0.24		0.24		0.24
Blueshank Road	2.00			2.00			2.00	2.00
Carleton Street, Borden					0.90	0.90		
Hamill Road	0.45	0.45		0.45		0.45		0.45
Kelvin Grove Rd.	1.35			1.35			1.35	1.35
MacIntyre (Clermont)	1.00			1.00			1.00	1.00
Subtotals	<u>5.04</u>	<u>0.69</u>	<u>—</u>	<u>5.04</u>	<u>4.28</u>	<u>0.69</u>	<u>5.25</u>	<u>5.04</u>
5th District								
Duke Street	<u>0.3</u>	<u>—</u>	<u>—</u>	<u>0.3</u>	<u>—</u>	<u>0.3</u>	<u>—</u>	<u>0.3</u>
Subtotals	<u>0.3</u>	<u>—</u>	<u>—</u>	<u>0.3</u>	<u>—</u>	<u>0.3</u>	<u>—</u>	<u>0.3</u>
TOTALS	<u>10.65</u>	<u>6.99</u>	<u>—</u>	<u>12.44</u>	<u>20.92</u>	<u>7.29</u>	<u>5.95</u>	<u>9.94</u>

* Indicates Single Lane Pavement 3.7 metres wide

** Indicates Special Projects

DREE PAVING:

The DREE Program of road improvements continued during 1983 with the detail of the work listed below:

Subgrade Improvement	0.0 km
Gravel	0.0 km
Asphalt Base	7.2 km
Asphalt Seal	7.2 km
Asphalt Seal to be Placed in 1983	0.0 km

A 6.4 km section of the Western Road (Rte. 2) from Profitt's Corner to Tignish and a 0.8 km section near Alma was strengthened with asphalt base and then covered with asphalt seal.

The following is the tabulation of work by districts:

	Grade	Stab.	Gravel	Base	Seal	New Pave. Recon.	To be Sealed
1st District							
Western Road	—	—	—	7.2	7.2	—	—
Subtotals	—	—	—	7.2	7.2	—	—
2nd District							
Nil							
3rd District							
Nil							
4th District							
Nil							
5th District							
Nil	—	—	—	—	—	—	—
TOTALS	—	—	—	7.2	7.2	—	—

QUEENS COUNTY CONSTRUCTION ENGINEER'S REPORT 1983-84

New pavement was placed on 13.40 km of previously unpaved roads.

A summary for Queens County highway construction is listed here:

Subgrading Improvement	19.64 km
Soil-cement Stabilization	9.86 km
Gravel Base	0.69 km
Asphalt Base	18.93 km
Asphalt Seal	33.64 km
New Pavement	13.40 km
Reconstruction	4.63 km
To Receive Asphalt Seal in 1984	16.73 km

On provincial roads soil-cement stabilization is placed 15 cm thick by 6.7 metres wide. Asphalt is placed 6.1 metres wide, with asphalt base 3.8 cm thick and asphalt seal 1.3 cm thick. On roads where soil-cement is not used a thicker layer of asphalt is placed as noted below.

The MacQuarrie Road, Clifton Road and Webster's Corner Road were paved with 7.62 cm of asphalt base; to be sealed with 2.54 cm of asphalt next season.

Local gravel base course was placed on Heatherway Drive in Cornwall and also on the Queen Elizabeth Hospital Intersection at Riverside Drive. Asphalt base was placed on this gravel. Additional asphalt layers are required to complete the Riverside Drive project.

Seal asphalt layers completed previous projects on the Mt. Edward Road, Sherwood Road, Lower Malpeque Road, Malpeque Road and Selkirk Road.

The Union Road was diverted around the Charlottetown Airport with a new road to the Brackley Point Road. This new portion was stabilized 15 cm thick and paved with 7.5 cm of asphalt pavement, for a distance of 2.20 km.

Storm sewers with shoulder widening upgraded the Cornwall Intersection and Belvedere Avenue in Sherwood.

Highway reconstruction of older roads was continued with 4.63 km rehabilitated.

The north end of the Selkirk Road was paved 2.60 km long, to be completed next season.

The following is a tabulation by districts:

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Breadalbane Road					1.20			
County Line Road					0.98			
Princetown Road					1.40			
Trout River Road					1.40			
Cobb Road		0.13		0.13		0.13		0.13
Barlow Road	0.14	0.14		0.14		0.14		0.14
*Matheson Road	0.21	0.21		0.21		0.21		0.21
*MacQuarrie Road				0.32		0.32		0.32
Dock Road	1.00			1.00			1.00	1.00
Inkerman Road	1.00			1.00			1.00	1.00
Trout River Rd.	0.60							
Reddin (Weeks)	0.50							
Todd Road	Seeding							
Nelson Street, Victoria	Storm Sewer (Landscaping)							
Subtotals	<u>3.45</u>	<u>0.48</u>	<u>—</u>	<u>2.80</u>	<u>4.98</u>	<u>0.80</u>	<u>2.00</u>	<u>2.80</u>
2nd District								
Lower Malpeque					0.90			
*Rustico Streets					1.20			
Quinn Road					1.10			
Mitchell Road					0.62			
New London Road (New Glasgow)					0.30			
Heatherway Dr.			0.39	0.39	0.39	0.39		0.39
Molyneaux Road	0.27	0.27		0.27		0.27		0.27
*Molyneaux Road	1.19	1.19		1.19		1.19		1.19
Bedeque Road	0.58			0.58			0.58	0.58
Cornwall Inter.	0.30	(Upgrade Inter)		0.30				0.30
Kingston Road	1.00			1.00			1.00	1.00
Mayfield Road	Snow Trap							
Subtotals	<u>3.34</u>	<u>1.46</u>	<u>0.39</u>	<u>3.73</u>	<u>4.51</u>	<u>1.85</u>	<u>1.58</u>	<u>3.73</u>
3rd District								
Blooming Pt. Rd.					0.22			
McQuarrie Road					1.00			
Bethel Road					0.30			
Stanhope Lane					0.60			
Red Point Road					0.30			
Kentrye Road					1.40			
Friston Road					2.50			
Malpeque Road					0.70			

	Grade	Stab.	Grave!	Base	Seal	New Pave.	Recon.	To be Sealed
Lower Malpeque					2.70			
Websters Corner	0.04			0.04		0.04		0.04
Old Cardigan								
(Shaw) Road	0.30	0.30		0.30		0.30		0.30
Vickerson Road	1.30	1.30		1.30		1.30		1.30
Tracadie Road	0.13	0.13		0.13		0.13		0.13
*Clifton Road (Bunbury)	0.19			0.19		0.19		0.19
Horne Cross Rd.	1.20	0.80		0.80		0.80		0.80
Head of Hillsboro Road				0.75			0.75	0.75
Spruce Lane	0.66							
Horton Road	0.14							
Union Road Div.	2.20	2.20		2.20	2.20	2.20		
Murnaghan Road	Seeding							
Drake Road	Shoulder							
MacLennan Road	Shoulder							
Marion Drive	Landscaping							
Subtotals	<u>6.16</u>	<u>4.73</u>	<u>—</u>	<u>5.71</u>	<u>11.92</u>	<u>4.96</u>	<u>0.75</u>	<u>3.51</u>
4th District								
Garfield Road					2.00			
48 Road					3.00			
Selkirk Road					3.60			
Mt. Buchanan Rd.					0.65			
Selkirk Road	2.60			2.60		2.60		2.60
Lewes Road	1.60	1.60		1.60		1.60		1.60
*Penn Point Rd.	0.90	0.90		0.90		0.90		0.90
Subtotals	<u>5.10</u>	<u>2.50</u>	<u>—</u>	<u>5.10</u>	<u>9.25</u>	<u>5.10</u>	<u>—</u>	<u>5.10</u>
5th District								
Patterson Drive					0.70			
Mt. Edward Road					1.04			
Sherwood Road					1.24			
QEH Intersection	0.30	Upgrade	0.30	0.30			0.30	0.30
MacWilliams Road	0.50	0.50		0.50		0.50		0.50
Belvedere Avenue	0.60	Curb & Gutter	0.60	0.60	Sidewalk			0.60
Belvedere Avenue	(Complete Last Season's Sidewalk)							
Subtotals	<u>1.40</u>	<u>0.50</u>	<u>0.30</u>	<u>1.40</u>	<u>2.98</u>	<u>0.50</u>	<u>0.30</u>	<u>1.40</u>
6th District								
Bardin Crescent	(Holdback)							
Parkside Drive	0.19	0.19		0.19		0.19		0.19
Subtotals	<u>0.19</u>	<u>0.19</u>	<u>—</u>	<u>0.19</u>	<u>—</u>	<u>0.19</u>	<u>—</u>	<u>0.19</u>
TOTALS	<u>19.64</u>	<u>9.86</u>	<u>0.69</u>	<u>18.93</u>	<u>33.64</u>	<u>13.40</u>	<u>4.63</u>	<u>16.73</u>

* Single Lane

KINGS COUNTY CONSTRUCTION ENGINEER'S REPORT 1983-84

New pavement was placed on 9.06 km of previously unpaved roads.

A summary for Kings County highway construction is listed here:

Subgrading Improvement	10.86 km
Soil-cement Stabilization	9.06 km
Asphalt Base	12.17 km
Asphalt Seal	14.86 km
New Pavement	9.06 km
Reconstruction	3.11 km
Reconstruction (Seal Only)	2.62 km
To Receive Asphalt Seal in 1984	12.77 km

A paved shoulder and curb was placed on 700 metres of Queens Road and Princess Drive in the Town of Montague.

On provincial roads soil-cement stabilization was placed 15 cm thick and 6.7 metres wide. Asphalt is placed 6.1 metres wide with the asphalt base 3.8 cm thick and the asphalt seal 1.3 cm thick.

RECONSTRUCTION:

The reconstruction of roads consists of: (1) pulverization of the old asphalt material and (2) placing the required thickness of asphalt material to adequately carry the expected loads.

The following is a tabulation by districts:

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Naufrage Road	1.10	1.10		1.10		1.10		1.10
Fortune Road	1.10			1.10			1.10	1.10
Subtotals	<u>2.20</u>	<u>1.10</u>	<u>—</u>	<u>2.20</u>	<u>—</u>	<u>1.10</u>	<u>1.10</u>	<u>2.20</u>
2nd District								
Indian Road					1.43			
Byrnes Road					1.00			
St. Patricks Road					0.90			
Cardigan Road					2.66			
St. Peter's Sts.					0.07			
*MacKay Road	0.41	0.41		0.41		0.41		0.41
*Goose River Rd.	1.56	1.56		1.56		1.56		1.56
Southampton Rd.	1.04			1.04			1.04	1.04
Subtotals	<u>3.01</u>	<u>1.97</u>	<u>—</u>	<u>3.01</u>	<u>6.06</u>	<u>1.97</u>	<u>1.04</u>	<u>3.01</u>

	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
3rd District								
Peakes Road					1.59			
Cardigan Road					2.50			
Brothers Road	0.78	0.78		0.78		0.78		0.78
*Millburn Road		1.31		1.31		1.31		1.31
48 Road	0.97			0.97			0.97	0.97
7 Mile Road					1.31		1.31	
Subtotals	<u>1.75</u>	<u>2.09</u>	<u>—</u>	<u>3.06</u>	<u>5.40</u>	<u>2.09</u>	<u>2.28</u>	<u>3.06</u>
4th District								
Lower Montague					2.50			0.60
Ross Road					0.46			
French Creek Rd.					0.69			
Gladstone Road	0.96	0.96		0.96		0.96		0.96
Wightmans Point	0.72	0.72		0.72		0.72		0.72
*Murray Harbour								
Cemetery Road	0.16	0.16		0.16		0.16		0.16
Subtotals	<u>1.84</u>	<u>1.84</u>	<u>—</u>	<u>1.84</u>	<u>3.65</u>	<u>1.84</u>	<u>—</u>	<u>2.44</u>
5th District								
Loyalist Road					0.66			
*Mitchell Road					0.40			
Burnt Point Rd.	0.46	0.46		0.46		0.46		0.46
*Riley Road	0.10	0.10		0.10		0.10		0.10
Lower Cardigan	1.50	1.50		1.50		1.50		1.50
7 Mile Road					1.31		1.31	
Subtotals	<u>2.06</u>	<u>2.06</u>	<u>—</u>	<u>2.06</u>	<u>2.37</u>	<u>2.06</u>	<u>1.31</u>	<u>2.06</u>
TOTALS	<u>10.86</u>	<u>9.06</u>	<u>—</u>	<u>12.17</u>	<u>17.48</u>	<u>9.06</u>	<u>5.73</u>	<u>12.77</u>

* Single Lane

HIGHWAY RECONSTRUCTION ENGINEER'S REPORT 1983-84

New pavement was placed on 7.67 km after the old pavement was rehabilitated.

Asphalt seal was placed on 9.84 km of highway that was constructed previously.

Local gravel was used for fine grading the sections that were rehabilitated and 12.7 cm of asphalt base was placed on these sections.

The 7.67 km will be tested for strength in the spring of 1984 to determine whether additional asphalt base will be required. These sections will then be sealed with 3.81 cm of asphalt during the 1984 construction season.

The following is a tabulation by districts:

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	Recon.	To be Sealed
1st Queens							
(Rte. 2) Grahams Rd. to County Line	—	—	1.76	1.76	—	1.76	1.76
Subtotals	—	—	1.76	1.76	—	1.76	1.76
2nd Queens							
(Rte. 2) Milton to Loyalist Road					3.20		
(Rte. 2) Loyalist Rd. to Brookfield	—	—	—	—	3.14	—	—
Subtotals	—	—	—	—	6.34	—	—
4th Prince							
(Rte. 2) County Line Rd. to Blueshank Road			2.90	2.90		2.90	2.90
(Rte. 2) Blueshank Road to Kensington R.R.			3.01	3.01		3.01	3.01
(Rte. 1A) Albany to Middleton	—	—	—	—	3.50	—	—
Subtotals	—	—	5.91	5.91	3.50	5.91	5.91
TOTALS	—	—	7.67	7.67	9.84	7.67	7.67

HIGHWAY PLANNING DIVISION 1983-84

During the 1983-84 fiscal year, the Division began work toward retrospective evaluation of the Canada/Prince Edward Island Primary Highway Strengthening Agreement. A plan for the multi disciplinary evaluation was prepared which included a requirement for assessment of infrastructure improvement, socio-economic benefits, highway user benefits and benefits to the trucking industry. For this evaluation, which involves the three other Atlantic Provinces and the Government of Canada, it was determined that assessment of trucking benefits would receive primary emphasis. To that end, the inter-provincial working group commissioned a study to develop an operational plan for the trucking benefit evaluation titled Atlantic Provinces Trucking Origin Destination and Industry Surveys Methodology Guide Book and Financial Requirements. Assessment of the operational plan led to three further consultant contracts -- a survey of shippers and carriers, which was commissioned by Transport Canada; the 1984 Prince Edward Island Trucking Origin Destination Survey, which was commissioned by the Department; and a Motor Carrier Economic Benefit Study, which was commissioned by the Department. Work on all three contracts is scheduled for completion in the 1984-85 fiscal year. Work on other aspects of the evaluation will continue until 1986.

An assessment of the priority of the primary highway needs in Prince Edward Island as identified in the Atlantic Provinces Primary Highway Needs Study was carried out. This undertaking included development of a prioritization model and application of the model to the sections of the network which were found to be deficient in the Needs Study. This undertaking will be completed in 1984-85.

The division continued to collect information for the initial Pavement Management System data base. The surface distress inventory was completed during the year. The initial roadbed strength and surface roughness inventories are not expected to be complete until late in 1985. Information derived from the Pavement Management System was used in the development of proposals for cost sharing agreements with the Government of Canada.

The highway component of the Federal/Provincial Intermodal Transportation Study was completed during the year. This work involved assessment of the impact of implementation of an intermodal freight transportation system in the Province.

The Motor Vehicle Accident Information System was enhanced to provide a series of periodic reports of accident statistics which can be

used by highway safety authorities to develop motor vehicle accident counter measures.

The ongoing traffic survey program continued in 1983-84 with nine permanent traffic recording stations and 95 temporary sites which are surveyed six times per year. Analysis of 1983 traffic data indicates a growth of approximately 1.5% in provincial traffic over the previous year. One day (ten hour) counts were conducted at 31 locations to provide information on truck volumes and vehicle classifications. The Division carried out thirteen traffic speed surveys at various locations in the Province.

MATERIALS LAB 1983-84 REPORT

Testing and quality control functions were carried out at our Charlottetown and Summerside Laboratory facilities during 1983. The Summerside facility was in operation from May until the end of November.

ASPHALT

Asphaltic concrete was produced at nine plants located throughout the province. Inspectors were stationed at eight of the nine plants. The ninth plant produced only a very small amount of asphalt used by the maintenance department.

The overall testing frequency was one sample for every 255 tonnes of mix produced for Federal, Provincial and maintenance programmes.

In the coring program, three hundred and eight asphalt cores were cut and tested.

SOILS

The use of soil cement as a base course was continued on all provincial contracts.

Three hundred and fifty-nine samples were received at the Lab during the year. One hundred and fifty of the samples were granular base course and the remainder soil samples. Tests carried out on the samples included sieve analysis, organic impurities, moisture-density relations, Atterberg Limits, California Bearing Ratios, as well as soil cement designs.

Seven complete soil cement designs and ten partial designs were conducted on soil samples and resulted in cement recommendations ranging from seven to eleven percent.

Soil stabilization using emulsified asphalt was tried on a short stretch of the Western Road at West Devon. Laboratory and field tests were conducted on this project.

COMPACTION

A total of 2,000 compaction tests were carried out using nuclear moisture-density gauges. These tests included work carried out on highway construction as well as building foundations and floors.

CONCRETE

During the year, compressive strength tests were carried out on three hundred and eighty-eight concrete cylinders, three mortar cylinders, also one hundred and seven soil-cement road mix tests and one hundred and seventeen Lab mix tests. Quality control field work was carried out on the following jobs during the year:

- (1) Emyvale Dam
- (2) Summerside Waterfront
- (3) Belvedere Avenue
- (4) DeSable Bridge
- (5) East Royalty School
- (6) Summerside Manor
- (7) Kinkora School

BENKLEMAN BEAM

The testing program to verify the adequacy of our new reconstruction was continued this year. In addition, Spring Deflection Testing was carried out for weight restriction regulations.

PRESENT PERFORMANCE RATINGS

Island Construction was the recipient of this year's asphalt paving award, followed by Curran & Briggs and Matheson & MacMillan.

TRAFFIC ENGINEERING REPORT 1983-84

HIGHWAY MARKING

Centerline markings were applied to approximately 2,050 kilometers of road using 121,250 litres of yellow paint. Shoulder lines and climbing lanes required another 16,585 litres of white paint. Both the white and yellow paint were applied hot using the department owned striper operated by Bernard Painters Ltd. of Summerside.

The various lane lines, islands and turning arrows at intersections in the province required 5,550 litres of white paint and 1,820 litres of yellow paint. This paint was applied cold using two small stripers operated by department crews. All the paint was supplied by Northumberland Chemicals Inc. of Parkdale and all the markings were reflectorized using 39,000 kilograms of reflectorizing glass beads.

Thermoplastic markings were applied at the new intersection in Middleton and repairs were made to previous thermoplastic on the Hillsborough Bridge.

All new markings were laid out by two pre-marking crews who also checked existing markings prior to repainting to insure compliance with safety standards. In order to provide continuity of the painting program and consistency in operation from year to year, the pre-marking technicians and intersection painting foremen were hired through competition to permanent seasonal positions.

The performance of the department owned striper was not satisfactory during the painting season, so various operational and maintenance procedures were prescribed to improve this in the future.

HIGHWAY SIGNING

Production at the department sign shop for standard silk screened signs was 8,115 with an additional 1,000 directional and street name signs. Another 945 hand made signs were produced for special purposes or other departments. The sign shop reused 1,420 sign blanks.

Five sign crews erected 4,170 new signs and repaired another 3,265 existing signs using 4,740 sign posts. Signs were posted on 85 provincial paving projects. Curb markers to guide plow operators were placed at 1,625 locations in the fall. Three new overhead signs were erected in Middleton and Milton.

In order to maintain consistency of sign placement throughout the province, a crew of engineering students were hired for the summer to examine and resign existing intersections. Labourers were hired for permanent positions where the job required full time employment.

TRAFFIC OPERATIONS

New low pressure sodium lighting was installed in conjunction with construction projects at two locations. Lights at two other intersections were relocated due to construction changes. Maintenance of existing lights, flashing beacons, traffic signals and barricades were carried out as required.

Construction zone signing and flagging operations were inspected at various highway work sites during the construction season with deficiencies noted and improvements requested. No inspector for this purpose was employed during the season, so surveillance was not as extensive as in previous years.

Highway access control and subdivision design were examined for safety and internal design at sixty locations. Another fifty locations were examined for safe access in conjunction with driveway paving assistance.

HIGHWAY DESIGN

Highway designs were prepared for the intersection of Route 15, the Sherwood Road and the new access to the Charlottetown Airport. Other designs included the intersection of Routes 2 and 107 in Norboro, Route 1A and a local street in Central Bedeque and sidewalk locations in West Royalty, Wilmot and Montague in conjunction with the UTAP funding.

In an effort to maintain consistency between highway signing and the new tourism map published by the Department of Finance and Tourism, highway route numbers were examined and altered to better meet driver expectations and provide route continuity.

WEIGHT ENFORCEMENT

Truck traffic at Borden showed an increase with over 28,500 vehicles loaded inbound and over 26,100 vehicles loaded outbound. At Wood Islands the figures were consistent with 1982 showing over 9,800 trucks weighed. Portable scales on the highways weighed another 1,600 vehicles during spring weight restrictions and prior to freeze-up in the fall.

The use of barges to import aggregate to the province provided new points of access to the province other than the normal ferry terminals. In order to control the weights of the vehicles hauling from these barges, portable scales were set up at various wharves as required. In total almost 12,500 loaded trucks were weighed at these locations.

This year saw the first use of the new regulations with all the procedures as laid out by the previous Road Act Amendments. Some minor problems were experienced but the system is proving to be effective.

In order to provide year to year consistency in enforcement, seasonal scale operators were hired for operations in Wood Islands, Borden and on the portable scales. An educational course on enforcement was presented at Holland College for all the operators and it provided a better understanding of the role of the scale operator and his relationship to the public.

BRIDGE ENGINEER'S REPORT 1983-84

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs and painting, the following is a summary of the new work carried out during the year.

QUEENS COUNTY

District Name and Location

- | | | |
|---|-----------------------|---|
| 1 | DeSable | Constructed concrete bridge on steel H piles using prestressed concrete beams overlaid by reinforced concrete deck. Bridge with 11.6 metre roadway, two 7 metre sidewalks and aluminum handrail, bridge 22 metres long. |
| 1 | Riverdale | Extended a concrete bridge with creosote timber 22' x 6' in section by 30' long. |
| 2 | Bannockburn Road | Constructed a multiplate galvanized steel arch 12' in diameter by 80' long. |
| 2 | Molyneaux Road | Constructed a creosote timber box 4' x 6' in section by 50' long. |
| 2 | North Wiltshire | Constructed a creosote timber box 4' x 4' in section by 60' long. |
| 3 | Point Deroche | Constructed a creosote timber box 6' x 4' in section by 60' long. |
| 4 | Selkirk Road (Newton) | Constructed a multiplate galvanized steel arch 10' in diameter by 190' long. |
| 4 | Lewis | Extended creosote timber box 8' x 4' in section by 20' long. |
| 5 | Belvedere Avenue | Constructed a multiplate galvanized steel arch 6' in diameter by 90' long. |

KINGS COUNTY

- | | | |
|---|------------------|---|
| 1 | Souris Line Road | Constructed a creosote timber box 6' x 4' in section by 60' long. |
| 2 | Marie | Extended a multiplate galvanized steel arch 16' in diameter by 70' long. |
| 2 | Morell | Placed 140' of 48" C.I.P., constructed two creosote catch basins and placed 3,000 m ³ of fill. |
| 3 | Cardigan | Extended creosote timber box 4' x 4' in section by 50' long. |
| 3 | Montague | Constructed creosoted timber crib to protect sidewalk from erosion, crib 4' x 5' in section 150' long. |
| 4 | Lower Montague | Repairs to creosote timber crib to protect roadway from erosion, crib 4' x 4' in section 300' long. |
| 5 | Georgetown | Extended a multiplate galvanized steel arch 8' in diameter by 48' long. |
| 5 | St. Georges | Repairs to a creosote timber wharf. |

PRINCE COUNTY

District Name and Location

- | | | |
|---|--|--|
| 1 | Tignish Haywood Road | Constructed creosote timber box 18' x 6' in section by 50' long. |
| 1 | Cascumpec Bridge | Repairs to a creosote timber pile trestle bridge. |
| 1 | Goffs Bridge | Repairs to a creosote timber pile trestle bridge. |
| 1 | Sheas Pond | Repairs to a creosote timber bridge. |
| 2 | Port Hill | Repairs to a creosote timber box. |
| 3 | Haldimands Bridge,
(Abrams Village) | Repairs to concrete abutment. |
| 3 | Higgins Road | Constructed a multiplate galvanized steel arch 8' in diameter by 70' long. |
| 3 | Arlington | Repairs to a creosote timber pile trestle bridge. |
| 4 | Tryon | Repairs to a creosote timber bridge. |
| 4 | Wilmot Valley,
Clarke Bridge | Repairs to a creosote timber pile trestle bridge. |

PROVINCIAL PROJECTS

BELVEDERE AVENUE STORM SEWER

Curb & Gutter, Sidewalk and Paving — 0.54 km

Tenders Opened: July 11, 1983

Stabilizers Ltd.	\$191,715.00
Bayview Construction	201,919.00
Island Coastal	207,020.00
Curran & Briggs	225,858.00

Awarded to Stabilizers Ltd.

LOWER MALPEQUE ROAD

Asphalt Recap. — 3.60 km

Tenders Opened: August 5, 1983

Island Construction	73,250.00
Dennis Construction	91,524.00
Curran & Briggs	92,830.00
Chapman Brothers	98,320.00

Awarded to Island Construction

SHERWOOD RD. & MT. EDWARD RD.

Asphalt Recap. — 1.80 km

Tenders Opened: August 5, 1983

Island Construction	43,320.00
Curran & Briggs	45,548.00
Dennis Construction	57,436.00
Chapman Brothers	61,830.00

Awarded to Island Construction

LEOVILLE ROAD

Reconst. & Asphalt Paving — 0.7 km

Tenders Opened: August 5, 1983

Curran & Briggs	66,232.00
Island Excavators	67,665.00

Awarded to Curran & Briggs

GASPE ROAD

Reconst. & Asphalt Paving — 1.2 km

Tenders Opened: August 5, 1983

Curran & Briggs	94,935.00
Island Excavators	103,062.00

Awarded to Curran & Briggs

MacINTYRE (CLERMONT) ROAD

Reconst. & Asphalt Paving — 1.0 km

Tenders Opened: August 5, 1983

Morrison & McRae	\$56,338.00
Curran & Briggs	63,978.00
Awarded to Morrison & McRae	

KELVIN GROVE ROAD

Reconst. & Asphalt Paving — 1.35 km

Tenders Opened: August 5, 1983

Morrison & McRae	87,387.00
Curran & Briggs	93,675.00
Chapman Brothers	125,052.00
Awarded to Morrison & McRae	

BLUESHANK ROAD

Reconst. & Asphalt Paving — 2.0 km

Tenders Opened: August 5, 1983

Morrison & McRae	134,476.00
Curran & Briggs	151,550.00
Chapman Brothers	173,557.00
Awarded to Morrison & McRae	

SELKIRK ROAD

Grading — 2.60 km

Tenders Opened: August 19, 1983

Kings County Construction	210,875.00
Island Coastal	217,560.00
Island Excavators	234,185.00
Bayview Construction	286,890.00
Awarded to Kings County Construction	

LEWES ROAD

Grading — 1.6 km

Tenders Opened: August 19, 1983

Island Coastal	46,245.00
Kings County Construction	52,110.00
Bayview Construction	66,570.00
Island Excavators	68,290.00
Awarded to Island Coastal	

MATHESON ROAD

Paving — 0.20 km

Tenders Opened: September 30, 1983

Morrison & McRae \$ 3,259.00

Island Construction 3,300.00

Curran & Briggs 3,834.00

Awarded to Morrison & McRae

MacQUARRIE ROAD

Paving — 0.32 km

Tenders Opened: September 30, 1983

Curran & Briggs 10,084.00

Dennis Construction 10,140.00

Awarded to Curran & Briggs

COBB ROAD

Paving — 0.13 km

Tenders Opened: September 30, 1983

Morrison & McRae 3,130.00

Curran & Briggs 3,404.00

Awarded to Morrison & McRae

BARLOW ROAD

Paving — 0.14 km

Tenders Opened: September 30, 1983

Island Construction 3,228.00

Morrison & McRae 3,231.00

Curran & Briggs 4,080.00

Awarded to Island Construction

VICKERSON ROAD

Paving — 1.3 km

Tenders Opened: September 30, 1983

Island Construction 14,882.00

Dennis Construction 15,873.00

Curran & Briggs 20,175.00

Awarded to Island Construction

WEBSTERS CORNER

Paving — 0.04 km

Tenders Opened: September 30, 1983

Curran & Briggs 1,829.00

Matheson & McMillan 2,757.00

Awarded to Curran & Briggs

HORNE CROSS RD.

Paving — 1.2 km

Tenders Opened: September 30, 1983

Island Construction	\$21,568.00
Dennis Construction	23,066.00
Curran & Briggs	29,148.00

Awarded to Island Construction

OLD CARDIGAN ROAD

Paving — 0.30 km

Tenders Opened: September 30, 1983

Matheson & McMillan	7,194.00
Curran & Briggs	7,982.00

Awarded to Matheson & McMillan

TRACADIE HALL ROAD

Paving — 0.14 km

Tenders Opened: September 30, 1983

Island Construction	3,112.00
Curran & Briggs	3,868.00

Awarded to Island Construction

LEWES ROAD

Paving — 1.6 km

Tenders Opened: September 30, 1983

Matheson & McMillan	26,595.00
Dennis Construction	40,154.00
Curran & Briggs	42,221.00

Awarded to Matheson & McMillan

PEN POINT ROAD

Paving — 0.9 km

Tenders Opened: September 30, 1983

Matheson & McMillan	11,455.00
Dennis Construction	12,677.00
Clayton Singleton	12,786.00
Curran & Briggs	14,272.00

Awarded to Matheson & McMillan

MacWILLIAMS ROAD

Paving — 0.12 km

Tenders Opened: September 30, 1983

Island Construction	\$ 2,483.00
Curran & Briggs	3,164.00

Awarded to Island Construction

BERNARD ROAD

Paving — 0.75 km

Tenders Opened: September 30, 1983

Hayes Construction	13,661.00
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Curran & Briggs	18,347.00
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Awarded to Hayes Construction

PENWARDEN ROAD

Paving — 1.8 km

Tenders Opened: September 30, 1983

Hayes Construction	18,599.00
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Curran & Briggs	32,215.00
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Awarded to Hayes Construction

BEATON ROAD

Paving — 1.1 km

Tenders Opened: September 30, 1983

Hayes Construction	17,294.00
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Curran & Briggs	26,041.00
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Awarded to Hayes Construction

PRAUGHT ROAD

Paving — 0.6 km

Tenders Opened: September 30, 1983

Hayes Construction	7,855.00
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Curran & Briggs	10,697.00
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Awarded to Hayes Construction

KINSMEN ROAD

Paving — 0.3 km

Tenders Opened: September 30, 1983

Hayes Construction	5,225.00
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Morrison & McRae	7,429.00
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Curran & Briggs	8,536.00
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Awarded to Hayes Construction

DUKE STREET (S'SIDE)

Paving — 0.3 km

Tenders Opened: September 30, 1983

Hayes Construction	\$ 9,325.00
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Morrison & McRae	11,561.00
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Curran & Briggs	12,400.00
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Awarded to Hayes Construction

VICTORIA ST. (KENSINGTON)

Seal & Recap. — 1.5 km

Tenders Opened: September 30, 1983

Chapman Brothers	16,005.00
Morrison & McRae	16,194.00
Curran & Briggs	16,689.00

Awarded to Chapman Brothers

MURRAY HARBOUR CEMETERY RD.

Paving — 0.15 km

Tenders Opened: September 30, 1983

Curran & Briggs	2,745.00
Matheson & McMillan	3,091.00

Awarded to Curran & Briggs

GLADSTONE ROAD

Paving — 1.0 km

Tenders Opened: September 30, 1983

Matheson & McMillan	17,467.00
Chapman Brothers	24,375.00
Curran & Briggs	28,072.00

Awarded to Matheson & McMillan

WIGHTMANS POINT ROAD

Paving — 0.75 km

Tenders Opened: September 30, 1983

Matheson & McMillan	13,342.00
Chapman Brothers	18,375.00
Curran & Briggs	21,476.00

Awarded to Matheson & McMillan

LOWER CARDIGAN ROAD

Paving — 1.52 km

Tenders Opened: September 30, 1983

Matheson & McMillan	25,674.00
Chapman Brothers	35,240.00
Curran & Briggs	41,466.00

Awarded to Matheson & McMillan

BURNT POINT ROAD

Paving — 0.45 km

Tenders Opened: September 30, 1983

Matheson & McMillan	\$ 8,854.00
Chapman Brothers	10,787.00
Curran & Briggs	13,093.00

Awarded to Matheson & McMillan

NAUFRAGE ROAD

Paving — 1.10 km

Tenders Opened: September 30, 1983

Matheson & McMillan	22,327.00
Chapman Brothers	25,237.00
Curran & Briggs	33,395.00

Awarded to Matheson & McMillan

GOOSE RIVER ROAD

Paving — 1.60 km

Tenders Opened: September 30, 1983

Matheson & McMillan	18,205.00
Chapman Brothers	20,635.00
Curran & Briggs	26,902.00

Awarded to Matheson & McMillan

MacKAY ROAD

Paving — 0.41 km

Tenders Opened: September 30, 1983

Matheson & McMillan	5,115.00
Chapman Brothers	5,895.00
Curran & Briggs	6,590.00

Awarded to Matheson & McMillan

MILLBURN ROAD

Paving — 1.30 km

Tenders Opened: September 30, 1983

Matheson & McMillan	13,351.00
Chapman Brothers	15,982.00
Curran & Briggs	20,799.00

Awarded to Matheson & McMillan

BROTHERS ROAD

Paving — 0.8 km

Tenders Opened: September 30, 1983

Matheson & McMillan	\$ 14,378.00
Dennis Construction	18,765.00
Chapman Brothers	19,097.00
Curran & Briggs	21,418.00

Awarded to Matheson & McMillan

RILEYS LANE

Paving — 0.1 km

Tenders Opened: September 30, 1983

Curran & Briggs	1,924.00
Matheson & McMillan	2,475.00

Awarded to Curran & Briggs

HIGHWAY STRENGTHENING

BLUESHANK ROAD to KENSINGTON R.R.

Upgrading & Strengthening — 3.01 km

Tenders Opened: August 1, 1983

Chapman Brothers	254,350.00
Morrison & McRae	267,470.00
Curran & Briggs	269,920.00

Awarded to Chapman Brothers

BLUESHANK ROAD to KENSINGTON R.R.

Rehabilitation — 3.01 km

Tenders Opened: August 1, 1983

Tri-Mix Construction	70,940.00
Chapman Brothers	75,200.00
Stabilizers Ltd.	80,425.00
Island Coastal	98,120.00

Awarded to Tri-Mix Construction

BLUESHANK ROAD to GRAHAM'S ROAD

Paving — 4.70 km

Tenders Opened: August 1, 1983

Chapman Brothers	485,725.00
Morrison & McRae	496,747.00
Curran & Briggs	499,335.00

Awarded to Chapman Brothers

BLUESHANK ROAD to GRAHAM'S ROAD

Rehabilitation — 4.70 km

Tenders Opened: August 1, 1983

Chapman Brothers	\$204,103.00
Tri-Mix Construction	215,945.00
Stabilizers Ltd.	229,415.00
Island Coastal	254,975.00

Awarded to Chapman Brothers

DeSABLE BRIDGE

Construction

Tenders Opened: August 15, 1983

Highfield Construction	313,542.00
Curran & Briggs	369,221.00
Square K. Construction	406,028.00
Callaghan Contracting	492,446.00

Awarded to Highfield Construction

HIGHWAY MAINTENANCE DIVISION

SUMMER MAINTENANCE 1983-84

HOT MIX ASPHALT

Hot mix asphalt for our patching crews was available from the last week in May to the first week in November. A total of 48,606 tonnes were used comprising of 43,510 tonnes of asphalt seal and 5,096 tonnes of asphalt base. Of this total, patching crews spread approximately 21,706 tonnes by hand, 17,512 tonnes were spread by grader over some larger distressed areas, 5,534 tonnes were used to resurface 16.75 kilometers of highway that showed signs of developing into major repair candidates, 1,956 tonnes were used to reconstruct 1.18 kilometers of pavement that required major repairs and 264 tonnes were used by contractors to carry out miscellaneous repairs such as repairing manholes and 1,644 tonnes were used to repair cuts required to place sewers in Bunbury-Southport. The asphalt used in the Bunbury-Southport work was spread by department forces. However the material was charged to a Capital Account.

In Queens County, a crew comprising of 2 3-ton trucks, backhoe, asphalt roller and jackhammer was used to remove and repair frost humps on 240 paved driveways.

Special patching crews repaired 195 driveways and replaced 60 driveways using a total of 391.55 tonnes of asphalt in Prince County.

The following is the tonnage of asphalt acquired from each firm this year:

Hayes Paving	5,809 tonnes
Curran & Briggs (Ellerslie)	1,286 tonnes
Curran & Briggs (Lady Fane)	8,597 tonnes
Morrison & MacRae	222 tonnes
Island Construction	16,000 tonnes
Island Sand & Gravel	1,343 tonnes
Matheson & MacMillan	4,346 tonnes
Chapman Bros.	11,003 tonnes
TOTAL	48,606 tonnes

CRACK FILLING

This is a process whereby a hot rubberized compound is used to fill random cracks in the paved highway surface to prevent water from entering into its substructure.

During the fiscal year 1982-83, a total of 34,840 lineal feet of crack filling was carried out by a private contractor. This year a department crew, equipped fully to do this work, was put in place in July and worked up until the first week in October completing 78,339 lineal feet.

Seven Mile Road	17,429 L.F.
Seven Mile Bay Road	35,178 L.F.
Langley Road	4,535 L.F.
Southport	350 L.F.
Mason Road	8,275 L.F.
Mount Edward Road	1,523 L.F.
Rte. 2 (Morell to St. Peters)	3,960 L.F.
T.C.H. East	2,093 L.F.
Lower Malpeque Road	549 L.F.
T.C.H. West (Churchill)	1,570 L.F.
Rte. 2 (Breadalbane)	3,411 L.F.
T.C.H. (DeSable-Crapaud)	466 L.F.

SHOULDER MATERIAL

The following amounts of sandstone were used to repair shoulders utilizing a shoulder machine to spread the material.

Western Road (Mount Pleasant)	3,083 m ³
Malpeque Road (Breadalbane)	2,317 m ³
Route 2 (Georgetown)	520 m ³

The total amount used in 1983-84 was less than that spread the previous year due to budget restraints.

RESURFACING

The following roads were resurfaced from our Pavement Maintenance budget:

	Length (km.)
Route 6 (Cavendish)	0.50
48 Road (Queens County)	1.60
Route 2 (St. Andrew's)	1.60
Route 231 (Breadalbane)	2.55
Route 21 (Mermaid)	0.60
Ralden Avenue (Sherwood)	0.30
Glynwood Avenue (Sherwood)	0.10
Route 235 (Emyvale)	1.00

	Length (km.)
*Sleepy Hollow	0.30
*Malpeque Road (Water Works)	0.25
*Melody Lane (Highfield)	0.25
48 Road (Kings County)	1.00
Forest Hills	1.00
St. Peter's Lake	1.00
Naufrage	1.00
St. Georges	1.00
Selkirk Road	1.00
New Zealand	1.00
Seal River	0.75
High Bank	0.75
*Route 2 (Georgetown Road)	0.38

*These roads were pulverized prior to being resurfaced.

SEEDING REPORT

During the 1983 season, 268 loads of Spray Material were applied to various highways, land-fill sites, borrow pits, etc. throughout the province, also some materials were applied by maintenance crews around bridges, culverts, sewer pipe installation jobs, etc.

The seeding program began on June 28, 1983 and closed down on September 19, 1983.

Mulch material was used considerably, especially on slopes, around bridges and streams, etc.

This mulch, which is added to the spray material, has a tendency to give a sticky effect to the material and seems to expedite the growth of the seed, and also tends to prevent runoff from rains.

Many of the jobs were of a small amount of acres or miles. This minimizes somewhat the number of loads applied during the day or week, due to moving from one job to another, getting the work prepared, etc.

The seeding operation is a very necessary program as it greatly eliminates soil erosion from ditches, snow traps, slopes, etc. and prevents siltation of rivers, streams and ponds.

It also adds immensely to the appearance of our Garden Province, especially where new highways are being re-built, as within two to four weeks after application of the spray material, a nice green covering of the red soil begins.

GRASS CUTTING

To control growth of vegetation on our highway shoulders, farm tractors and grass cutting attachments (rotary cutters, cutter bar and flail) were used. To compliment the department's seven machines, 17 tractors with grass cutting attachments were rented for various lengths of time. One other tractor equipped with a hydraulic controlled side mounted flail cutter for cutting embankments was used with very good results.

DUST CONTROL

One C.N. carload of calcium chloride was used on our unpaved road network to control dust in each County.

MAINTENANCE REPORT

During the past year, our District Motor Graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation, loaders and trucks (government or private) were used to haul away unusable materials. Sandstone and/or gravel was then used as a surface material along with new culverts being placed as needed. The accompanying tables give the location and extent of work done in each County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and Hymacs, equipped with ditching buckets to improve drainage and appearance on these roads. In Prince County, government equipment and private contractors were used to supply and place shale and repair shoulders on the Western Highway from Harmony Road to Portage and shale was used to do O'Leary Road from O'Leary to Western Road.

Sandstone and/or gravel was used to maintain worn sections of roads, to repair washouts, and fill for drainage pipes.

	Sandstone	Gravel
Prince County	12,311 m ³	6,860 m ³
Queens County	30,018 m ³	—
Kings County	11,462 m ³	7,180 m ³

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting drainage pipes and carrying out many other miscellaneous maintenance tasks. The repairing and replacing of posts and railings on bridges, curves and high fills were carried out by utility crews throughout the Province.

Replacement of Drainage Pipes

Prince County	2,727 linear metres
Queens County	5,010 linear metres
Kings County	3,391 linear metres

A hydro-cutter was used in each County to cut bushes from the right-of-way of both primary and secondary roads to improve the appearance, drainage and snow removal.

SPECIAL CREWS AND PROJECTS

Three projects under the New Employment Expansion and Development Program (NEED) were approved for our Branch. The supervision of these projects, titled Shore Protection and Bush Cutting, one per County, was carried out by department staff.

The following work was carried out in Shore Protection:

- Prince County – 200 gabions or baskets were placed and filled with 600 m³ of rock at the Kildare Bridge.
- Queens County – 82 gabions were placed and filled with rock at South Rustico and 22 gabions were placed on the Irishtown Road and filled with rock.
- Kings County – 165 gabions along the Fortune River, Souris and Basin Head areas were placed and filled with rock.

Bush cutting consisted of cutting and widening numerous government right-of-ways for the purpose of limbing, trimming and clearing of dead bushes.

DISTRICT	DITCHING					Tap Drains
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	
FIRST KINGS – George Saville District Supervisor						
Kitson Road		1.0				
Rollo Bay			1.0			
TOTAL		1.0	1.0			

DISTRICT	DITCHING					Tap Drains	Snow Traps
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced		
SECOND KINGS – Robert Rowell							
	District Supervisor						
Cemetery Road		3.0			3.0		
Pratt Road		1.3			1.3		
Torrid Bell Road		0.6					
Ashton		8.7					
St. Peters Highway	0.6						
Bangor Road	0.4						
Cardigan Road	0.4						
Dump Road		0.6			0.6		
Rebel Road		0.7					
Goose River						100m	
Miscellaneous	0.6				2.3		
TOTAL	2.0	14.9			7.2	100m	
THIRD KINGS – Raymond Acorn							
	District Supervisor						
Greenfield		1.0			1.0		
Victoria Cross		0.6			0.6		
Little River Road		1.0					
Elm Road		1.0					
Mount Stewart Road		1.0					
Victoria Cross	1.0						
Brudenell	0.5				1.0		
Upton	1.0						
Georgetown Road			1.0				
Miscellaneous		3.0			0.4		
TOTAL	2.5	7.6	1.0		3.0		
FOURTH KINGS – Irving MacKay							
	District Supervisor						
Floating Bridge		1.0		1.0	1.0		
Fox River Road		1.0		1.0	1.0		
MacRae Road		3.5					
Bruce Road		1.0					
MacPherson Road		2.4					
Campbell Road		1.0			1.0		
Compton Road					1.0		
Black Brook					1.0		
Lower Montague							500m ³
Miscellaneous	1.2	1.0			1.0		
TOTAL	1.2	10.9		2.0	6.0		500m³

DISTRICT	DITCHING					
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains
FIFTH KINGS – George MacPherson District Supervisor						
St. Georges		4.7		4.7		
Whitby Road	0.3	2.4		2.4		
Mount Hope		0.7		0.7		
Seal River		0.5		0.5	0.5	
Portage Road		0.5				
Burnt Pt. Road		0.6				
Miscellaneous	0.6	1.0				
TOTAL	0.9	10.4		8.3	0.5	
TOTAL KINGS COUNTY	6.6	44.8		12.3	16.7	
FIRST PRINCE – Brenton Philips District Supervisor						
Ellsworth Road					0.60	
Murphy Ashley				1.70	1.70	
Kelly Road				1.40	1.40	
Lock Road				0.20	0.20	
Dunhue Shore Road				0.90		
Bloomfield Road				0.30	0.30	
Sea Cow Pond	1.01					
Kildare	.36					
Barkley Road	.28					
Roxbury Road	.65					
St. Lewis	.14					
O'Leary	.30					.30
North Cape	.19					
Tignish	.07					.07
Palmer						.63
TOTAL	3.00	0	0	4.50	4.20	1.00
SECOND PRINCE – Frank MacKinnon District Supervisor						
Lock Road				1.60	1.60	
Warren Road				.60	.60	
Mill Road				.50	.50	
Harts Gravel				.70	.70	
Paugh Road				.70	.70	
Southwest Road				.02		
Port Hill Road					.30	

DISTRICT	DITCHING					
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains
Portage Bay Road		.40				
Tyne Valley	.18					
Ellis Road		.25				
Enmore	.18					
Inverness	.10					
West Point	.31					.05
West Point Park	.24					
West Cape	.07					
Springfield	.33					
Western Highway			8.40			
TOTAL	1.41	.65	8.40	4.12	4.40	.05

THIRD PRINCE – Ralph MacLellan
District Supervisor

MacKay Road				.90		
Mel Bryanton				.40	.40	
Princetown		1.0				
Donnie Adams					1.20	
County Line						
Sea View						
McIntosh Road				1.60		
Birch Hill				.80	.80	
Henry S. Gallant St.				1.20	1.20	
Raphael						
Halidman River Road						
Mount Carmel	.80					
Wood Rd. St. Timothy					.50	
Melvin Arsenault Rd.						
St. Timothy				2.80		
Alyre Cormier Road				1.20	1.20	
Edmond Gallant						.30
Abram's Village	.20					
Euclide Bernard				.80	.80	
TOTAL	1.00	1.0	0	9.70	6.10	.30

FOURTH PRINCE – Alastair MacLeod
District Supervisor

Murphy Road				.90	.90	
Norboro				2.56	2.56	
MacCallum Pt. Road				.96		
Drummond Road						
Clark Shore Road					.48	
Inman Shore Road					.48	
Tryon Cross Road					.48	
Greenwood Drive					.30	
Carleton	.01					
Wilmot Storm Sewer						

70m 1 catch
basin

DITCHING

DISTRICT

Paved Roads Unpaved Roads Shoulders Graded Surfaced Tap Drains

Blue Shank Road
Storm Sewer
Read's Corner

30m 2 catch basin
20m 1 catch basin

TOTAL	.01	0	0	4.42	5.2	0
TOTAL PRINCE COUNTY	5.42	1.65	8.4	22.74	19.9	1.35

FIRST QUEENS – Donald Dickieson District Supervisor

Oldtown Road		1.8		1.8	1.8
St. Patricks Road		0.8		0.8	0.8
Junction Road		0.4		0.4	0.5
Dump Road (French River)		1.0		0.3	
South Granville		0.2		0.2	
Woolner Road		0.7			0.7
Ferris Road		0.2			0.2
Millvale Road		0.6			
MacLean Rd. (Glen Valley)		1.6			
Johnston Road		0.2			
Miscellaneous	0.5	1.0			
TOTAL	0.5	8.5		3.5	4.0

SECOND QUEENS – Clayton Coles District Supervisor

Little Bungay Road		1.0		0.6	0.6
Buffalo Road		0.2		0.2	0.1
North Rustico		0.1		0.1	0.1
Parker Cross Road		0.8		0.8	
Linwood Road		0.4		0.4	
South Rustico		1.1		0.3	
Bagnall Road		0.2			
Hunter River Area	0.4				
Snowy Road	0.3				
Cavendish	0.2				
Shaw Road					0.8
Miscellaneous	0.7	0.8			
TOTAL	1.6	4.6		2.4	1.6

DISTRICT	DITCHING					Tap Drains
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	
THIRD QUEENS – Bennett MacIsaac District Supervisor						
McQuirk Road		0.7		0.7	0.7	
Cape Road		3.0		2.0	2.0	
Corrigan Road		1.0		1.0	0.7	
Dramore Road		1.5		1.5		
Blooming Pt. Road		1.8		1.8		
Fanningbrook		0.2				
Royalty Junction		0.3				
Brackley Pt. Road	0.4					
Mason Road	0.7					
Winslow Road	0.4					
Milcove Area	0.3					
Mermaid Area	0.5					
Old Georgetown Road	0.3					
Pisquid Area	0.2					
Fort Augustus Road	0.3					
Miscellaneous	0.4	0.4				
TOTAL	3.5	9.0		7.0	3.4	
FOURTH QUEENS – Loch Gillis District Supervisor						
Beach Hill		0.9		0.9	0.9	
McAulay Wharf Road		0.7		0.7	0.7	
Glencoe Road		0.7		0.7	0.7	
Maitland Road		1.4		1.4	1.8	
Camp Buchan Road		0.3		0.3	0.3	
Pt. Prim Road		0.2		0.2	0.2	
Ponds Road		0.3		0.3	0.3	
Gay Road		0.5				
Selkirk Road		0.5				
Klondyke Road		0.5				
Mt. Vernon Road		0.3				
Scentia Road	0.3	0.2				
Roseberry Road	0.3					
Caledonia Road	0.2					
Queens Road	0.3					
Newton Road	0.2					
Miscellaneous	0.4	0.5				
TOTAL	1.7	7.0		4.5	4.9	
TOTAL QUEENS COUNTY	7.3	29.1		17.4	13.9	
NOTE: All distances are in Kilometers						

WINTER MAINTENANCE 1983-84

ICE CONTROL

Winter activities for this Branch of the Department includes salting and sanding operations, temporary repairs to paved roads – 1,800 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers, repairing of shoulder washouts, the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshets and snow removal or clearing from eight government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of road salt, approximately 537.0 kilometers were maintained having a two lane equivalent of 653 kilometers. The number of trucks and the tonnage of salt dispatched from each center was as follows:

Charlottetown	6 trucks	5,240 t.
Summerside	4 trucks	2,824 t.
Montague	1 truck	625 t.
Bridgetown	3 trucks	1,918 t.
O'Leary	2 trucks	1,192 t.
Borden	2 trucks	601 t.

One truck despatched from Summerside completed its run by reloading from the O'Leary stockpile. The other truck working from O'Leary and doing West Prince area loaded at the O'Leary stockpile only.

Actually no trucks were despatched from Borden. One truck despatched from Summerside and one truck despatched from Charlottetown completed their runs by reloading at Borden.

The total tonnage of salt acquired was 19,315 tonnes. This was approximately 12½% lower than that used in 1982-83 and 30% lower than the quantity used in 1981-82. One route, from Souris to South Lake, was changed to a sand route. The City of Charlottetown purchased 1.193 tonnes of salt from the Department.

Ice control on the rest of the paved and unpaved road system was maintained by the use of sanding trucks. To this end, 15 trucks equipped with automatic sand spreaders, 7 trucks equipped with tow behind spreaders and 48 trucks that spread sand manually were used.

In Prince County 13 piles of sand were put up for sanding purposes. Tenders were awarded to put up 19,900 tonnes, 2,000 tonnes of which

were delivered to 2 piles near the County Line located however in Queens County. The contractors this year had the choice of tendering on providing the local and import sand separately or on providing a blended mix of 80% local and 20% imported sand. The above quantity of sand was added to the approximately 2,200 tonnes that was in reserve from 1982-83. Salt used for mixing with sand amounted to 1,990 tonnes.

In Queens County 13 piles of sand were put up for ice control. Tenders similar to that called in Prince County were awarded to put up 13,740 tonnes of sand to be added to the 14,200 tonnes in reserve from 1982-83. Salt used for mixing with the sand amounted to 1,900 tonnes.

In Kings County 13 piles of sand were put up for ice control. Tenders again were similar to that of Prince County and 18,440 tonnes of sand was put up to add to the 7,600 tonnes in reserve from 1982-83. Salt used for mixing with the sand amount to 1,840 tonnes.

Two new permanent sand pile sites were established. Properties were purchased at Alma and Souris. Both sites were graded and paved. The Alma sand pile required 160.43 tonnes of asphalt and the Souris sand pile required 435.15 tonnes of asphalt.

SNOW REMOVAL

The total recorded snowfall for the 1983-84 season was lower than the norm for both the Charlottetown and Summerside stations. The only month where the total recorded snowfall exceeded the norm was April. April also exceeded the norm of 81.8 mm of total precipitation by 64.7 mm.

The two largest snowfalls of the winter occurred on April 9 when 18.5 cm of snow fell and on February 7 when 17.3 cm of snow fell.

Looking back on snowfall amounts for the past few years, we find the following amounts of snowfall were recorded in Charlottetown from November to April -

1983-84	260.3 cm
1982-83	249.8 cm
1981-82	307.4 cm
1980-81	278.0 cm
1979-80	118.8 cm
1978-79	236.4 cm
1977-78	393.4 cm
1976-77	311.2 cm

Records for the Charlottetown station shows the following amounts of precipitation recorded for the winter months in Charlottetown for 1983-84 —

	Snow (cm)		Rain (cm)		Wind (km/hr) with prevailing winds	
	Norm	Recorded	Norm	Recorded	Norm	Recorded
November	21.6	5.3	97.4	122.6	19.1(W)	19.8(W)
December	72.8	55.1	58.8	80.2	21.2(W)	20.9(W)
January	76.8	67.6	42.7	30.9	22.2(W)	15.8(W)
February	65.8	35.2	32.8	69.7	20.9(W)	19.6(NE)
March	61.6	56.9	31.8	75.9	21.9(W)	27.3(W)
April	27.3	40.2	53.9	108.0	20.0(N)	23.0(N)
TOTAL	325.9	260.3				

The following is a breakdown of the contract areas of this second year leg of the three year contract with the private contractors and a list of equipment used by each:

Contractor	Kilometers	Contract Area	Graders	Water Trucks	Letourneau	Blowers	Loaders	Other Trucks
AREA I								
Northern Enterprises	139.8	1st Prince	2			2	2	2
Ramsay's Washed Gravel	221.2	1st & 2nd Prince	3		1	3	3	
Curran & Briggs	193.5	2nd & 3rd Prince	5			2	3	
Comet Ltd.	105.8	2nd & 3rd Prince	4			2	1	
Morrison & McRae	115.2	4th Prince	2	1		2	2	
Toombs & Cobb	112.5	3rd & 4th Prince	4			3	1	1
Montgomery Const. Ltd.	133.1	1st Queens & 3rd Prince	4			2	2	1
Matheson & MacMillan	153.4	2nd & 3rd Queens	3			2	5	
TOTAL AREA I	1,174.5		27	1	1	18	19	4
AREA II								
Island Coastal	96.7	1st & 2nd Queens	3			2	1	2
Island Excavators	140.8	1st & 2nd Queens	2			2	2	2
Maritime Construction	149.7	1st & 2nd Queens & 4th Prince	4			2	3	3
Stabilizers Ltd.	156.9	3rd & 4th Queens	4			2	1	1
Dennis Construction	59.9	3rd Queens	2			1	2	
Chapman Bros.	124.2	1st Kings	4			2	3	2
TOTAL AREA II	728.2		19	0	0	11	12	10

Contractor	Kilometers	Contract Area	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
AREA III								
Overland Construction	140.4	3rd & 4th Kings	4			1	3	1
Kings Co. Construction	118.7	2nd, 3rd & 4th Kings	<u>2</u>	<u>—</u>	<u>—</u>	<u>1</u>	<u>3</u>	<u>1</u>
TOTAL AREA III	<u>259.1</u>		<u>6</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>2</u>
GRAND TOTAL ALL AREAS	<u>2,161.8</u>		<u>52</u>	<u>1</u>	<u>1</u>	<u>31</u>	<u>37</u>	<u>16</u>

The following is a list of government owned and leased equipment and its location. Five loaders complete with wing and plow and one Vohl blower were leased to compliment the rest of our fleet. Seventy-four plows are equipped with two-way radios.

Location	Kilometers	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
PRINCE COUNTY							
Tignish					1		
Bloomfield					1		
St. Louis	40.9					1	
Alborton	44.7	1				1	
Alma	68.0	1				1	
Dock Road	14.2	1					
Coleman	57.1	1	1		1		
MacNeils Mills	27.1	1					
Conway	31.4	1					
Abrams Village	30.1	1					
Summerside Garage	245.8	2	2		3	3	4
Summerside Garage (when required)		2	2	1		1	
Albany	<u>29.1</u>	<u>1</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
TOTAL PRINCE COUNTY	<u>588.4</u>	<u>12</u>	<u>5</u>	<u>1</u>	<u>6</u>	<u>7</u>	<u>4</u>
QUEENS COUNTY							
Canoe Cove	61.4	1				1	
Cornwall	23.4	1					
Stanley Bridge	21.9	1					
North Rustico	35.4					1	
South Rustico					1		
Hunter River	36.3						1
Hampshire	53.0	1				1	
Charlottetown Garage	290.7	6	1		6	4	4

Location	Kilometers	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
Charlottetown Garage (when required)		3	4	3			1
Alexandra	28.5					1	
Millview	26.1	1					
Seal River	19.3			1			
Iona	52.6						1
Eldon	29.6	1					
Grandview	39.0		1				
Wood Islands	87.0						2
TOTAL QUEENS COUNTY	804.2	15	6	4	7	8	9
KINGS COUNTY							
Murray River	30.6	1					
Abney	39.0	1					
Dover	58.3		1				
Alliston	33.1	1					
Commercial Cross	52.0		1				
Gasperaux	61.9	1	1				
Georgetown	49.9	1	1				
Cardigan	23.6	1					
Woodville Mills	33.0	1					
St. Georges	34.1	1					
Stratchona	38.6	1					
Bridgetown					1		
Albion	33.1		1				
Little Pond	47.7	1					
Red House	28.3	1					
Mount Stewart					1		
Savage Harbour					1		
St. Andrews	30.2			1			
Peakes	27.4	1					
Bangor	46.9			1			
Dundee	27.2	1					
Morell	44.7		1				
St. Peters	32.6	1			1		
Monticello	30.1					1	
Cable Head	47.6		1				
Rollo Bay	45.5		1				
Fortune					1		
Souris	11.6					1	
Rock Barra	39.6	1					
East Point	41.2	1					
TOTAL KINGS COUNTY	987.8	16	8	2	5	2	0
GRAND TOTAL ALL COUNTIES	<u>2,380.4</u>	<u>43</u>	<u>19</u>	<u>7</u>	<u>18</u>	<u>17</u>	<u>13</u>

ADMINISTRATION AND FINANCE DIVISION

The Administrative and Financial Division is responsible for the financial and personnel services of the Department. This includes the preparations of the annual budget, budget control, departmental accounting, purchasing, inventory control, payroll and other related administrative support functions.

The division consists of the Director, five accounting support staff, three personnel support staff and the receptionist.

MECHANICAL BRANCH

This Branch is responsible for the acquisition and maintenance of vehicles and equipment used primarily in highway maintenance. As well, the maintenance of buses operated by Island Transit is carried out within this branch.

The main repair depot is located in Charlottetown with a smaller repair depot located in St. Eleanors.

The Director of Administration and Finance is responsible for the operation of the branch. The operational staff consists of two automotive shop supervisors, twelve foremen and seventy support staff members.

BUILDING DIVISION

The Building Division consists of three sections:

1. Design and Special Projects
 2. Construction
 3. Maintenance
1. During the fiscal year, the Design and Special Projects Section developed plans, specifications and tender packages for:
 - (1) a complete renovation of the old Charlottetown Hospital
 - (2) renovations to the fifth floor Sullivan Building
 - (3) renovations to the Provincial Sanatorium to accommodate the Addiction Foundation.

This section also assisted other departments in the planning, design and tendering of:

- (1) a new elementary school in Kinkora
 - (2) a new Manor in Summerside
 - (3) replacement of the two old wings at Hillsboro Hospital
 - (4) a sewage treatment lagoon at East Wiltshire School
 - (5) renovations and addition to the Souris Regional High School.
2. The Construction Section provided supervision and inspection services for a number of projects during the year. Projects completed during this year were:
- (1) renovations to the Sanatorium
 - (2) sewage lagoon at East Wiltshire School
 - (3) renovations to the fifth floor Sullivan Building
 - (4) the Elementary School in Kinkora.

Several other projects started during the year but not completed were the Manor in Summerside; the Charlottetown Hospital renovations and the replacement of the wings at Hillsborough Hospital.

The Elementary School in East Royalty, which was started last year, was also completed during this fiscal year.

3. The Building Maintenance Section is responsible for the operation and general maintenance of some 70 government owned buildings located across the Province. As well, a number of rental buildings are maintained with monies budgeted by the Services Division.

Fiscal year 1983-84 saw the return of the Customs Building to our maintenance program. This structure had been occupied and maintained by Holland College the past number of years.

Major projects undertaken include:

- (1) the renovation of Annex Building at Hillsborough Hospital to temporarily accommodate the meat shop, stores and Transportation and Public Works maintenance office
- (2) renovations to dishwasher room at Beach Grove
- (3) installation of new water softening equipment at MacMillan Building
- (4) alterations to domestic water supply at Forestry Complex on Hurry Road
- (5) a complete overhaul of the air-conditioning chiller in the Jones Building.

In addition to the above noted items, a regular maintenance program was carried out on all our buildings. As well, various alterations and renovations were accomplished at the request of other government departments and agencies.

SCHEDULE OF BUILDINGS MAINTAINED

Charlottetown and Vicinity:

- Sullivan Building
- Shaw Building
- Jones Building
- Province House
- Province House Annex
- Provincial Home for the Aged & Brecken House
- Highways Garage
- Highways Lab Building
- Old Health Building
- Government House and Garage
- Provincial Sanatorium and Nurses Home
- Hurry Road Forestry Complex
- Belmont Street Warehouse
- Coles Building
- Highways Paint Shop
- Sleepy Hollow Correctional Centre
- Queen's County Forestry Offices – Beach Grove
- Bunbury Nursery Complex
- Brackley Visitor Information Centre
- Charlottetown Hospital
- Prince Edward Island Hospital
- Customs House

Riverside Hospital:

- Hillsborough General Hospital
- Riverside Hospital (Mental Health)
- Riverside Hospital (Welfare)
- Central Heating Plant
- Laundry and Recreational Hall
- Nurses' Home
- Superintendent's Residence and Garage
- Doctor's Residence

Occupational Therapy Building
Greenhouse
Stores and Work Shop Building
Sherwood Home

Falconwood Farm:

Farmer's Residence (Double)
Herdsman's Residence

Beach Grove:

Beach Grove
Work Shop and Garage
Central Heating Plant
Pump House No. 1
Pump House No. 2
Barn
Staff House
Water Storage Building
Fisheries Warehouse
B.O.D. Lab Building

Summerside Area:

Highways Garage
Prince County Courthouse and Jail
Department of Public Works Office
Summerside Health Centre and Storage Garage

Others:

Courthouse and Jail, Georgetown
Tourist Bureau, Pooles Corner
Scale House, Borden
Tourist Bureau, Wood Islands
Brudenell Motel, Brudenell
Brudenell Recreation Complex
Scale House, Wood Islands
West Prince Regional Services Centre
Southern Kings & Queens Services Centre
O'Leary Veterinary Clinic
Prince County Forestry Depot
Southern Kings Highway Depot
Kings County Forestry Depot

Alberton Courthouse
 Lady Slipper Visitor Information Centre
 Fisheries Museum, Basin Head
 Museum, Orwell Corner

BUILDINGS DIVISION

TENDERS

Provincial Sanitorium - Renovations

Opened June 21, 1983

General

Schurman Construction Ltd.	awarded	\$ 140,800.00
Star Construction Ltd.		155,000.00
Williams, Murphy & MacLeod (1971) Ltd.		159,000.00
MacLean Construction Ltd.		161,900.00
Fitzgerald & Snow Limited		163,443.00

Mechanical

Bevan Bros. Limited	awarded	\$ 48,000.00
D.B.&J. (1971) Inc.		48,750.00
Steen Contractors Ltd.		50,300.00
MacIntyre Sheet Metal (1976) Ltd.		54,990.00
Keith Carmichael Ltd.		62,949.00

Electrical

Hansen Electric Ltd.	awarded	\$ 23,100.00
MacLean & Son Limited		24,265.00
Palmer Electric Ltd.		29,890.00
McGee Electric Ltd.		33,000.00

Sullivan Building Renovations - 5th Floor

Opened July 19, 1983

General

Schurman Construction	awarded	\$ 85,312.00
MacLean Construction		89,700.00
Williams, Murphy & MacLeod (1971) Ltd.		98,000.00
Star Construction Ltd.		102,000.00

Mechanical

Bevan Bros. Limited	awarded	\$ 22,000.00
Steen Contractors Ltd.		25,831.00
Keith Carmichael Ltd.		29,684.00
MacIntyre Sheet Metal (1976) Ltd.		31,077.00

Electrical

McGee Electric Ltd.	awarded	\$ 18,300.00
Hansen Electric Ltd.		20,600.00
MacLean & Son Ltd.		22,850.00
Palmer Electric Ltd.		22,254.75

East Wiltshire Lagoon

Opened July 26, 1983

W. Gordon Toombs	awarded	\$ 28,182.00
Curran & Briggs Ltd.		35,299.00
Birt & MacKay Backhoe Services Ltd.		36,500.00
Island Coastal Services Ltd.		57,850.00
Morrison & McRae (1979) Ltd.		84,556.00

Summerside Manor

Opened August 16, 1983

General

Schurman Construction Ltd.	awarded	\$2,333,700.00
Fitzgerald & Snow Ltd.		2,340,000.00
Williams, Murphy & MacLeod		2,345,000.00

Mechanical

Inman Plumbing & Heating	awarded	\$ 509,843.00
Steen Contractors		536,000.00
Bevan Bros. Ltd.		555,000.00
D.B.&J. (1971) Inc.		558,300.00
MacIntyre Sheet Metal		572,900.00

Electrical

Waite Enterprises	awarded	\$ 271,000.00
Inman Plumbing & Heating		274,453.00
Hansen Electric		304,100.00
McGee Electric		324,324.00

Sprinkler

Barley Sprinkler Sales Ltd.	awarded	\$ 106,000.00
Vipond Automatic Sprinkler Co Ltd.		115,673.00
Viking Fire Protection Ltd.		128,990.00

Riverside Home for Special Care

Opened December 13, 1983

General

Fitzgerald & Snow Ltd.	awarded	\$2,982,000.00
Williams, Murphy & MacLeod		3,040,000.00
Schurman Construction		3,060,000.00
Erskine Construction		3,437,800.00

Mechanical

D.B.&J. (1971) Inc.	awarded	\$ 973,700.00
Steen Contractors		978,000.00
Bevan Bros. Limited		1,047,000.00

Electrical

Inman Plumbing & Heating	awarded	\$ 464,800.00
McGee Electric		485,000.00
D.B.&J. (1971) Inc.		509,800.00

Sprinkler

Vipond Automatic Sprinkler Co. Ltd.	awarded	\$ 96,713.00
Barley Sprinkler Sales Ltd.		102,839.00
Scotia Sprinklers (1982) Ltd.		110,100.00

Charlottetown Hospital Renovations

Opened January 17, 1984

General

Schurman Construction Ltd.	awarded	\$ 894,000.00
Williams, Murphy & MacLeod		895,000.00
Roberts and McNeil		1,040,000.00

Mechanical

D.B.&J. (1971) Inc.	awarded	\$ 158,000.00
Bevan Bros. Limited		166,900.00
Steen Contractors		181,000.00
MacIntyre Sheet Metal (1976) Ltd.		193,700.00

Electrical

Hansen Electric Ltd.	awarded	\$ 111,200.00
Shawn McGee Electric Ltd.		112,000.00
Burke Electric Ltd.		166,735.00
Acadia Electric (P.E.I.) Ltd.		168,380.00
Inman Plumbing & Heating Ltd.		169,743.00

Souris Regional High School

Opened March 27, 1984

General

Schurman Construction	awarded	\$2,829,000.00
Williams, Murphy & MacLeod		2,880,000.00

Mechanical

Bevan Bros. Limited	awarded	\$ 728,000.00
Steen Contractors		734,000.00
D.B.&J. (1971) Inc.		775,000.00
Inman Plumbing & Heating		848,904.00

Electrical

Delta Electric	awarded	\$ 438,600.00
Hansen Electric		461,000.00
MacLean & Son		488,500.00
D.B.&J. (1971) Inc.		488,900.00
Acadia Electric		497,317.00

SERVICES DIVISION

The Services Division provides central services to departments and other agencies of government from the following sections:

- A) Insurance and Accommodations
- B) Audio Visual
- C) Mail
- D) Information
- E) Properties & Surveys
- F) Printing

The offices are located in the Shaw and Jones Buildings. The Division will be dispersed effective 31 March 1984 with the Director becoming the head of the new Parks and Services Division including B, C, D, and F above. Sections A and E are to become part of the expanded Buildings Division.

A. INSURANCE & ACCOMMODATIONS

General responsibilities:

- Leasehold agreements for government office space
- Assignment of office space in government owned buildings
- Telephone liaison and co-ordination
- Janitorial contracts for leased buildings
- Equipment procurement for new schools
- Surplus equipment and furnishings
- Administration of government insurance

Leases for government office space in private sector holdings are maintained throughout the province. The following changes occurred during the year. The Energy Bus Program transferred to the Federal Government's Conservation and Renewable Energy office at Summerside and their accommodation leased from Industrial Enterprises Incorporated ceased 31 March 1984. The Department of Labour moved to the Sullivan Building and lease of the Albert Thomas Building on Riverside Drive expired 30 September 1983. Island Information Service moved to Jones Building, 11 Kent Street, and the lease on the Hardy Building expired 14 June 1983. Administration offices for Holland College vacated the Customs Building, a government owned building at 40-42 Great George Street in July 1983 and after renovations completed in October 1984, office space was allotted to P.E.I. Land Development Corporation, Occupational Health & Safety Council, Legislative Counsel and Law Reform Commission, and leases expired with the Nemir Tweel Corporation and the Dale Corporation.

Total savings as a result of moves back to owned premises represent an annual saving of \$111,700. Renovations planned for the Charlottetown Hospital will result in two more leases being dropped in the next fiscal year.

Cleaning services for leased accommodation totalled 14 contracts at the beginning of the period and by 31 March 1984 were reduced to 9 as a result of moves to government owned buildings. Resulting savings total \$17,000 annually. Reduction of cleaning service in remaining leased buildings from 5 to 3 days per week resulted in an additional estimated savings of \$30,000.

Equipment purchase was completed for East Royalty Elementary School and was substantially complete for Kinkora Elementary School by 31 March 1984. The surplus equipment and furnishings collection and redistribution continues as an active program.

During FY 83/84 no change has been made in the government insurance coverage. Policies were in effect for:

- All Risk Property including Contractors' Equipment
- Boiler and Machinery
- Automobile Fleet
- Primary Comprehensive General Liability
- Umbrella Liability
- Professional Liability (Doctors, Engineers, Lawyers)
- Disability Insurance (R.C.M.P. Auxiliary)

The schedule of property insured was amended by the addition of:

Senior Citizen Housing	Souris	6 units	05-04-83
	Charlottetown	38 units	01-08-83
	Kensington	6 units	26-01-84
	Wellington	6 units	03-02-84
	Wilmot	6 units	03-02-84
	Cardigan	6 units	15-03-84
Family Housing	Summerside	6 units	13-04-84
	Tignish	6 units	01-06-83
	Montague	6 units	01-06-83
	Cornwall	6 units	31-01-84
	Souris	6 units	14-02-84

The total replacement cost of the buildings insured increased from \$164,204,120 to \$167,843,180. The 90% insured property values increased from \$147,783,708 to \$151,058,862. The overall total of 90% replacement value insured plus contents increased from \$156,481,258 to \$159,756,412.

Tenders were called in August 1983 for five surplus portable classroom units and the high bid of \$10,075 was accepted.

An auction was held late in the year to dispose of laboratory benching and other surplus items netting \$7,220 after expenses.

B. AUDIO VISUAL SERVICES CENTRE

Audio Visual supplies audio and video services to all government departments, agencies, commissions and crown corporations, and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics, and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by government is controlled by Audio Visual and the process is aimed at ensuring government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to ensure repairability (i.e. availability of parts).

Total audio visual short term equipment loans for the year were 1,262. Total audio visual purchases for the year by all government departments was \$14,139.

The preventative maintenance program was done for School Units #2, #3, and for Holland College. Equipment services was 1,832 pieces at the school units and 422 at Holland College.

In addition, 669 pieces were delivered to the centre through the year by all school boards for repair. We repaired 557 pieces for Holland College and 454 pieces of equipment for all government departments. Parts for repairs are controlled by computerized inventory.

One hundred five service calls to schools, government offices, etc., were made for a total of 691 man-hours of work.

The "on-call" maintenance service for the court recording systems required approximately 10 visits by service personnel during the year.

The legislative recording system has operated well and only the "on-call" service was required during the sittings. The microphone connectors in the floor of Province House were removed to facilitate the installation of new carpet for the Royal Visit and then reinstalled. P.A. Systems were provided for this visit in various locations in Charlottetown, Summerside, Montague, etc. We also supplied audio visual needs for the New England Governors and Maritime Premiers Conference.

The graphics sector completed 429 projects for all government departments. This represents a 63.7% increase in demand. The year was highlighted by the cover and contents design layout for the Commission Reports to Cabinet for the Ottawa Senate Reform Bills consisting of three full reports.

The production sector was responsible for the following:

- 12 weekly Radio Broadcasts
- 38 Audio Promotions
- 30 Major Workshops and Productions
- 79 Video Taping Sessions
- 20 Slide/Tape Presentations
- 25 Conference Taping and Press Conferences

C. POSTAL SERVICES

Postal Services is responsible for all government incoming, outgoing and interdepartmental mail including couriers to government buildings in Charlottetown and the four regional service centres. The objective of the section is to provide an efficient service taking full advantage of all options.

The section lost an employee during the year and it is anticipated a seasonal employee will be required during peak season of March to August (tourism literature, tax bills, vehicle permits) to make full use of incentive rates offered by Canada Post. Savings during the fiscal year from using these rates amounted to \$24,953 and full advantage of rates available was not taken in February and March because of the unusually heavy volume and staff time necessary to meet incentive rate regulations.

Total mailing for the year is down by \$42,500 reflecting significant decreases in mailing by the Tourist Bureau and the Revenue Division and use of incentive rates.

Summary of activity:

Incoming Mail	— from Charlottetown Post Office	700,000
	Interdepartmental	400,000
	Registered	1,865
	Special Delivery	<u>1,538</u>
		1,103,403 pcs.
Outgoing Mail	— Metered, sorted & dispatched	1,048,429
	Sorted & dispatched — cash	164,022
	Registered	1,414
	Insured	<u>68</u>
		1,213,933 pcs.

Shortpaid Mail	\$ 1,077
Postage in Meters (31-3-83)	33,464
Meter Postage Purchased	354,000
Credit (spoiled meter impressions)	535
	<u>\$387,999</u>
Meter Postage Used	372,583
Postage in Meters (31-3-84)	15,416
	<u>\$387,999</u>
Revenue	
Postage Recovered	11,016
Mass Mailing	3,180
	<u>\$ 14,197</u>

Total Postage (1-4-83 to 31-3-84)

	TOTAL	%
Finance & Tourism	13,645	2.7
Tourist Bureau	122,723	24.2
Revenue	45,528	9.0
Accounting	30,397	6.0
Health & Social Services	58,459	11.5
Education	34,514	6.8
Agriculture	29,893	5.9
Community & Cultural Affairs	21,852	4.3
Sport P.E.I.	14,496	2.9
Transportation & Public Works	25,538	5.0
Highway Safety	43,473	8.6
Energy & Forestry	11,100	2.2
Justice	7,934	1.6
Fisheries & Labour	10,242	2.0
Hospital Services Commission	15,207	3.0
Civil Service Commission	4,716	0.9
Premier & Cabinet Office	5,500	1.1
Other	11,527	2.3
	<u>506,744</u>	<u>100%</u>

D. ISLAND INFORMATION SERVICE

Island Information Service helps provincial government departments, agencies, corporations and commissions prepare and distribute information to the public regarding available programs and services. IIS also helps the

general public by answering their questions about government and about the province.

The media make up the main channel for information from government to the people. IIS supplies a newswire service to the following Island news outlets: C.B.C., A.T.V., C.F.C.Y., C.H.T.N., C.J.R.W., the Guardian and Patriot, and the Journal-Pioneer. Press releases relating to government as well as notes to media concerning special government events are distributed over this wire service. The same information is mailed to other media and interested parties. IIS distributed 1,296 releases between April 1, 1983 and March 31, 1984.

Photographic services, including a photo lab, are available to provincial government through IIS. Last year, 853 photo assignments were completed by the government photographer. These assignments included promotional photography for marketing, press photography, slide presentations, and slide duplication.

The P.E.I. Government telex and telecopier machines are run by IIS. During the past year our operators handled 6,894 incoming and outgoing messages over these machines.

Island Information Service is also responsible for answering mail inquiries, phone inquiries and requests from walk-in clients about Prince Edward Island and its government. Over 3,500 mail inquiries were answered last year.

In June, 1983, IIS moved from 102 Kent Street to the basement of the Jones Building, 11 Kent Street. In its new location IIS continues to stock provincial acts and regulations and many other government publications. During the year, 6,886 persons visited the office and total sales from government publications amounted to \$5,730.

IIS supplies a limited French to English and English to French translation service for government. Last year over a hundred translation assignments were completed.

Updates are provided by IIS for Prince Edward Island entries in many encyclopedias, almanacs, yearbooks and directories. IIS also prepared the Provincial Government Section of the P.E.I. Telephone Directory. IIS publishes the Government Services Directory, the Quick Reference Guide, and the Provincial Government Monthly Publications Checklist.

In December, 1983, Island Inquiries was established as part of IIS. Island Inquiries is a bilingual telephone information and referral service on programs and services offered by the federal and provincial governments.

E. PROPERTIES & SURVEYS

Properties and Surveys is composed of the mapping section, the survey section and the properties section.

The Mapping section's purpose and responsibility is to compile and maintain current computerized information files on all properties on P.E.I. currently numbering 67,946 both numerically and alphabetically, compile and maintain a series of current property ownership maps at various scales to cover all of P.E.I., maintain a map library, sell copies of property maps, national topographic series maps and various other maps, provide a custom whiteprint paper reproduction service, assist and give advice on all land matters received from the private enterprise, general public and departments of government, handle computerized property records, registry documents parcel indexed, create new properties, maintain property maps and make changes. During the fiscal year, the section handled 18,203 registry documents parcel indexed, 1,166 new properties created, 5,177 property map changes and 239 surveys. Revenue received by the Map Library through the sale of maps for the year ending March 31, 1984 totalled \$28,134.

The survey section provides surveys of properties in possession of or being purchased by this Department, and requests from other departments, including Forestry, Fisheries, Fish and Wildlife, Education. Establishing of lot or township lines are also the responsibility of this section. During the year, the Survey section utilized technicians from Highways for field work, upgrading the technicians in use of modern survey equipment and methods. Information and assistance on survey related matters is provided to lawyers, other departments and the general public. The plotter located at the computer centre has produced much greater survey plotting accuracy and speed. Ultimately, the plotter will be able to produce a final plan and road design plans. The section maintains the P.E.I. Grid System, vital to surveying, mapping, engineering and planning. Actual maintenance of the Control Movements was contracted out to the L.R.I.S. office in Summerside.

The Properties section is responsible for the acquisition, disposal and leasing of land for all of the departments of government. Included is negotiation to purchase land required for the re-alignment of roadways, widening of public roads, and the construction of new roadways. It is also responsible for the research required for documentation and clear title for purchases and disposals on behalf of the Province. It is also responsible for research on the acceptance of streets within a subdivision, payment for same, including tap drains and easements. The section arranges and negotiates satisfactory settlements for crop, lawn, shrub and

tree damages caused by road construction, research status of roadways—width—public, etc.

The Properties section is responsible for compilation and update of a land data system for Crown owned or leased lands. The inventory contains the legal documents, memoranda to Council, orders-in-Council, orthophotos, survey plans and correspondence. It is also responsible for the protection of Crown land, it investigates all claims of Adverse Possession under the Quieting of Titles Act and Tax Sales under the Real Property Assessment Act; it certifies affidavits of transfers on behalf of the Province; it receives and processes property tax bills, and is responsible for the Land Tax Sale Ledger. The Properties Section researched and was involved in the purchase of approximately 75 properties for improvements to roadways and other uses by other departments of government. Purchase of land, replacement or moving of buildings, severance payments for road construction totalled \$20,213. Properties for department purposes totalled \$80,000. Revenue received through the lease and rental of Crown lands totalled \$79,991. Sale of Crown land (Stanhope Golf Course) was \$85,995. Property taxes amounted to \$4,595.62.

F. PRINTING

The Printing Section provides the following services:

1. A printing service for government departments, boards and commissions.
2. A volume copying service for government departments, boards and commissions.
3. A Xerographic copying service for the three building administrative complexes.
4. The publication, distribution and sale of:

The Royal Gazette
The Revised Statutes of Prince Edward Island
The Annual Statutes of Prince Edward Island
The Legislative Journal of Prince Edward Island
The Revised Regulations of Prince Edward Island

Receipts from advertising in the Royal Gazette and the sale of publications totalled \$56,767.00. This compares with previous years as follows:

1979-80	—	\$42,607
1980-81	—	43,901
1981-82	—	42,022
1982-83	—	60,186
1983-84	—	56,767

During the fiscal year 1983-84, the presses produced 2,625 separate printing orders, representing a total of 7,554,794 sheets through the three job presses, a decrease of 3.4%. This figure compares with the previous years as follows:

	Orders	Impressions
1979-80 —	1,903	7,508,073
1980-81 —	2,126	8,176,432
1981-82 —	2,017	8,546,485
1982-83 —	2,145	7,824,098
1983-84 —	2,625	7,554,794

In addition, a volume copying service was provided. This section comprises two Xerox 9400 copiers. Copying orders for this section totalled 3,558 as compared to 2,495 in 1982. The total production of these machines was 7,848,248; an increase of 23%. Comparison to previous years is as follows:

	Orders	Impressions
1980-81 —	2,650	6,934,948
1981-82 —	2,086	6,889,812
1982-83 —	2,495	6,383,954
1983-84 —	3,558	7,848,248

The Convenience copying service for the three buildings administrative complex implemented in June, 1975, constitutes 18 machines currently. Production for the fiscal year was 3,313,755 copies, representing an increase of 12.7% over 1982-83. By pooling the production of 18 machines, the lowest cost per copy is attained. The current cost is 4.5¢ per copy including paper as compared to 4.9¢ from 1982-83. Comparison with previous years is as follows:

	Impressions	Cost/Copy (incl. paper)
1980-81 —	2,696,092	4.93
1981-82 —	2,771,594	4.73
1982-83 —	2,940,152	4.90
1983-84 —	3,313,755	4.50

Distribution of Impressions:

	Presses	Volume Copiers
Agriculture	794,145	1,343,952
Cabinet	63,500	12,816
C.S.C.	390,193	270,071
Comm. & Cult. Affairs	460,295	913,929
Education	602,840	1,682,400
Energy & Forestry	492,847	252,683
Executive Council	86,625	55,252

	Presses	Volume Copiers
Finance	393,247	128,325
Tourism	293,753	265,842
Fisheries (Fisheries & Industry combined to Oct. 31, 1983)	143,895	61,245
Labour	103,157	210,647
Health	571,565	348,658
Social Services	668,715	817,776
Industry (from Oct. 31, 1983)	69,045	202,286
Transportation & Public Works	2,094,827	950,669
Housing	38,415	4,441
Miscellaneous	37,810	52,523
Justice	249,920	274,732
TOTALS	7,554,794	7,848,248

Total number of copies for presses and volume copiers was 15,403,042.

Distribution of convenience copiers:

	Volume
1 Premier's Office	66,817
2 Executive Council	176,659
3 Justice	156,398
4 Education	476,452
5 Treasury Board	337,113
6 Tourism	294,229
7 Accounting	175,125
8 Land Valuation & Assessment	158,855
9 Civil Service Commission	100,661
10 Agriculture]	364,847
11 Agriculture]	
12 Computer Services	98,390
13 Community & Cultural Affairs	270,143
14 Transportation & Public Works]	241,393
15 Transportation & Public Works]	
16 Health & Social Services]	
17 Health & Social Services]	396,673
18 Health & Social Services]	
	3,313,755

In summary, the volume copying system has drawn some of the volume from the presses, but the net increase is in excess of 1.5 million impressions.

PLANNING DIVISION

The Planning Division of the Department of Transportation and Public Works consist of an Administration Section, Parks Operation Section, Parks Building and Highway Section and Planning for the Parks Section. Also included in the Division is the Metric Conversion Unit which provides information and assistance to the general public, contractors, companies and government agencies on the Federal Government's Metric Conversion Program.

The activities of the Section are described in the following reports.

PARKS, BUILDINGS AND HIGHWAYS SECTION

The Parks, Buildings and Highways Section is responsible for the planning, design and construction of provincial parks capital and upgrading projects, in addition to supplying a similar service for capital projects initiated by the Department of Finance and Tourism.

The Section also fulfills the need for planning and design cost estimating for projects, both capital and non-capital, for other government departments as well as for communities and municipalities.

The following projects were carried out during the 1983-84 season.

Provincial Parks

Mill River

Design and supervision of changes and new facilities for the day use area of the park, such as, marina dock and building, walking trails, tennis courts, maintenance building and compound for golf cars, kitchen shelter redesigned for use as wash-rooms and program offices, parking lots and roadways, roadside and tennis court lighting, general landscaping of day use area, landscaping and services around the motel complex, and power water and sewage services.

Mill River Golf Course

Provided technical assistance to the golf course architect, design of new pond on number 18 hole and provided supervision of new layout for the golf course.

Mill River Resort Complex

Provided technical assistance to developer of the complex building. Assist with on-going inspection services of the construction. Acted as member of the development project management committee on behalf of the department.

Jacques Cartier Park

Design for upgrading roadways and barrier posts for vehicle control.

Cedar Dunes Park

Implementation of ten (10) additional campsites.

Green Park

Recommendations for control of mosquito problems.

Brudenell River Park

Recommendation for tree planting on golf course and upgrading of service sites in Norton Campground.

Campbell's Cove

Design of three-way sites for implementation in late spring, 1984.

Parks, General

Adjustments and recommendation for repairing campground electrical controlled gates prior to the operating season.

Summerside Waterfront Development Corporation

Summerside Golf Course

Survey work project supervision and technical support to development work.

Waterfront Park

Development of master plan.

Veterinary College

Provided technical and secretarial support to Interim Project Management.

Communities

Charlottetown

Development of master plan for Victoria Park adopted by city, no detail plans done.

Simmons Sports field survey work.

East Royalty	Site survey and concept drawings for Hillsborough Park.
Abrams Village	Playground equipment and site recommendations.
Cross Roads	Community Park design layout.
Wellington	Survey, design work and concept drawings for community park.
Georgetown	Master plan for Kent Square.
Montague	Survey work completed for next stage of design and detail for the Montague Museum.
	Main Street project advisory level services.
	Concept drawings for Sutherland Dam Site.
Souris	Main Street Project advisory level services.
Public Works Division	
Montague High School	Site work and design assistance.
East Royalty School	Planting plan recommendations.

As a result of organizational changes within the department and the identification of similar services provided by other divisions of Transportation and Public Works or other departments of government, this section will be discontinued effective March 31st of this fiscal year.

PROVINCIAL PARK OPERATIONS SECTION

Three geographic regions with offices at the Brudenell River Park, Mill River Park and at Beach Grove along with an administration/planning team in Charlottetown provide the organization for the Provincial Parks. The section is responsible for maintaining, programming and operating a wide variety of outdoor recreation and amenity services in ways which encourage the conservation, preservation and interpretation of the natural history and natural resources of the Island. In addition, services to the

Visitor Information Centres, the Highway Information Signage System of the Department of Finance and Tourism and technical support to other departments of government, communities and private operators of recreational facilities is provided.

The Provincial Parks System consists of 39 parks providing Islanders and visitors with 38 picnic areas, 28 beaches, 16 campgrounds, 3 winter ski facilities, 2 golf courses, a childrens' playground park, a buffalo herd and nature preserves. A motel complex operated by a concessionaire and a shipbuilding museum managed by the Museum and Heritage Foundation are located in Provincial Parks. Additional services were provided to 2 heritage sites, a bird sanctuary, 8 visitor information centres and the installation and removal of approximately 1,200 signs for the Highway Information System.

Work began on the capital project at the Mill River Park in late October. An 80-unit motel with dining and lounge areas, swimming and games rooms, and conference facilities overlooks the eighteenth green of the golf course. Six (6) tennis courts, a small boat marina, changes to the golf course layout, various other recreation facilities and the motel complex are expected to be ready for use early in the 1984 season. The developer, River Resorts Ltd., and the Province have agreed upon arrangements where the motel is owned and operated by the company and the immediate land base leased by the Province. The new facilities are expected to create fifty or more new seasonal jobs.

Additions and upgrading in parks were limited to necessary maintenance and to increase safety for visitors. A caution light to assist campers crossing the road of the Panmure Island Park was installed. Upgrading the two level deck at the Recreation Barn, interior renovations to the 50-unit motel, landscaping four camping sites in the Norton campground, landscaping and final touches to the regional maintenance storage building, interior renovations of the Golf Club room and the tree planting program on the golf course were completed in the Brudenell River Park. Repairs to parks playground equipment and ongoing Forestry management completes the list.

The Eastern Region employees provided technical support, and office space was made available to the N.E.E.D. program which was making improvements to, and protection for the causeway and shoreline of the Brudenell Island Historic Site.

Woodlot thinning in an attempt to improve the mosquito problem at Green Park took place in the fall months and improvements to the roadways and vehicle barrier posts were installed at Jacques Cartier Park.

STATISTICS

There were 508,800 people visiting parks during the season, a decline of 27,600 people representing 5 per cent from the previous season. Camping was down by 12% to 26,872 parties and day use visitors dropped by 16,500 or 4 per cent. Weather during the peak season was considered as the reason for the decline. Over 50% of the days in July were considered poor days, that is, undesirable for outdoor activities. However, golfers were not to be stopped by the conditions as there were 5,639 more rounds of golf played representing an increase of 14 per cent. Favourable weather conditions were on the side of skiers where an increase of 4,700 people was recorded at the Brookvale Ski Park, an increase of 27 per cent. A total of \$522,952 was derived through user fees, \$17,406 more than the previous year. The 3.5 per cent increase was derived through specific program fees such as golf, skiing, marina rentals, etc. There was no increase of any user fees applied to park programs or activities.

PROGRAMS

The programs in Provincial Parks are categorized as recreational, interpretive, educational and informative with recreation providing social, cultural and sport activities, the larger category. All programs are developed with emphasis on togetherness, participation and exposing visitors to natural outdoor opportunities.

Emphasis on continuous improvements to the program facilities and services is a direct result created by the trend of increased day visits. Of the half million visitors counted during the summer and winter operational seasons, 85 per cent were day users, representing a 5 per cent increase from the previous season. The presence of program facilities such as golf courses, marinas, ski areas, tennis courts, interpretive displays, visitor activity centres, etc., and the services provided by golf pros, lifeguards, naturalists and recreationalists all had a definite positive effect on Provincial Parks being arenas for community activities and "People Places" for all visitors. People counts are done by park employees and only cover periods of their employment, June through September and the ski season. Parks have many more visitors during the non-operating season and if a counting mechanism was in place, an increase in visits by at least one-third would be realized.

INTERPRETIVE PROGRAM

The interpretive program is often in two distinct sections. An intensive program with a seasonal naturalist is offered during the late spring and

summer in several Provincial Parks. Park visitors are made more aware of the natural attributes of the parks through guided walks, slide talks, and demonstrations.

During the fall and winter, parks provide an environmental program as part of the science curriculum in schools. The school program expanded during the season, provides a forum to introduce Provincial Parks' natural attributes, stressing the importance of preservation and hopefully contributing to greater appreciation and reduced vandalism.

RECREATION PROGRAMS

Provincial Parks provide the visitor with a wide variety of recreation facilities such as golf courses, tennis courts, canoeing marinas, horseback trails, lawn bowling greens, skiing areas and swimming pools for leisure or competitive self-scheduled outings. Visitors can participate in regular scheduled programs supervised by seasonal recreation employees. Fitness sessions, campfires, bingo, games nights, rainy day events, mini tournaments and day long canoe trips are some of the activities provided. Community and organized groups use parks extensively for special programs like the Highland Games, Harvest Moon and Jack Frost Golf Tournaments, tennis and canoe racing competitions, and family clan picnics. A great variety of other activities during the season are increasingly becoming important as people acquire more leisure time and interest. Picnicking, swimming, golf and camping are the primary activities of the visits during the summer months while Alpine skiing, cross-country skiing and tobogganing highlight the winter months.

The beachfront lifeguard services operated in five parks. Fully qualified and equipped lifeguards provided safety measures for more than 63,000 beach visitors. Lifeguard services are also located in the Brudenell River Park at an outdoor pool and at the day use beachfront. This staff also provides other activities during the mornings and early evenings.

Many visitors have enjoyed the variety of equipment at their leisure through the loan-out program offered in the 15 parks with campgrounds. Playground equipment can be found in all of the larger parks and most of the smaller day use parks with a great variety of traditional and creative pieces located at the Fantasyland Park near Murray River.

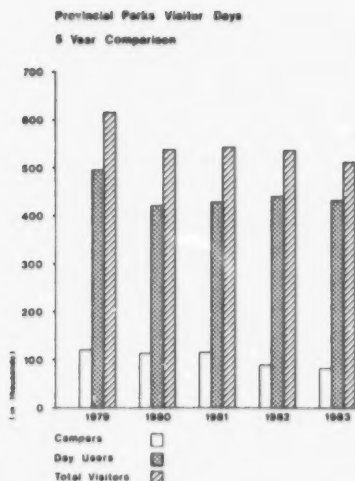
WINTER SEASON

Winter activities in parks are steadily increasing in popularity. Cross-country skiing areas located at Mill River, Brudenell River and Brookvale

Ski Park, which also has Alpine skiing, have the largest visitations. At Brookvale, Alpine skiing had a daily average of 142 people, cross-country with 157, and tobogganing 85 people. Night downhill skiing daily average has increased by 32 to 138 visits. Including spectators, there was a daily average of 462 visitors, an increase of 35 people or 8 per cent. The park operated 38 days of the possible 89-day season.

Tobogganing on slopes located at Brudenell River and Brookvale is the second most popular activity. The maple syrup harvesting demonstration at Mill River provided an educational look at turning sap into an edible product for 597 visitors.

Workshops were held to train and orientate teachers of grades 4 and 6 on the use of Provincial Park trails and the parks' school program. These resulted in up to 100 per cent participation in some school units. Approximately 825 teachers and students utilized the park education program. School visitation promoting the parks and the environment were made throughout the province involving more than 5,000 teachers and students.



TRANSPORTATION DIVISION

The following is a report of activities of the Transportation Division and a review of developments in transportation and communications policy and services, for the year ended March 31, 1984:

AIR TRANSPORT

A new policy governing the domestic air carrier industry was in the final stage of development at the end of the year. During the early months of 1984, this issue was examined by the Air Transport Committee of the Canadian Transport Commission through a series of hearings across Canada and independently by a task force appointed by the Minister of Transport for this purpose. It is expected that the Minister will announce, in the immediate future, a new air transportation policy providing for partial deregulation of the air passenger industry.

Air Canada's fares were increased by 5% in October but, during the period covered by this report, seat sales were offered providing discounts up to 68%. Air Canada responded to a worsening financial situation by reducing its flights by 15% in 1983. However, it ended the year with a profit of \$3.8 million. This airline continued its daily return service between Charlottetown, Ottawa and Toronto, using DC9 equipment as in previous years but operated its nonstop service to Toronto in the summer months only on weekends.

From January to June, 1983, Eastern Provincial Airlines operated only 40% from its normal schedule due to a pilots' strike. This resulted in a great deal of inconvenience to air passengers who depend on EPA. The schedule introduced by EPA in 1983 represented a backward step in that it eliminated the nonstop service between Charlottetown and Montreal that Prince Edward Island had enjoyed since 1969. Passengers are now required to stop in either Halifax or St. John enroute between these two points. On April 24, 1983, Eastern Provincial and CP Air commenced the integration of their services. This integration improves efficiency by pooling aircraft and personnel and affords the EPA passenger more flight options across Canada as well as a number of other conveniences. During the period covered by this report, EPA operated one daily return jet flight between Halifax and Montreal and its Air Maritime division operated three daily return turbo prop flights between Charlottetown and Halifax and one daily return flight between Charlottetown and the Magdalen Islands.

Eastern Provincial's 1983 operation resulted in a loss of \$2.9 million.

AIRPORT FACILITIES

During the year, the land acquisition portion of the Charlottetown Airport Redevelopment Project was completed with the exception of two parcels of land. Work on the new cross-wind runway and the Union Road diversion was started and \$5,339,000 was spent during the year on the runway portion. It is expected that the runway will be completed in the summer of 1984. The Union Road diversion was completed at a cost of \$450,000. M.F. Schurman Limited was awarded the tender to construct a new control tower at an estimated cost of \$2,400,000. It is anticipated that this portion of the project will be completed in late 1984.

The Charlottetown Airport was closed to jet traffic from August 15 to October 15 to facilitate the recapping of the main runway 0321. Jet traffic was handled during this period at C.F.B. Summerside. The cost of the recapping was anticipated to be \$886,000. The Transportation Division communicated frequently with officials of the Regional Air Administration of Transport Canada to provide provincial input into the various components of the overall redevelopment project. Transport Canada officials expect a tender call for the air terminal portion of the project in the spring of 1984.

ATLANTIC PROVINCES TRANSPORTATION COMMISSION

The Atlantic Provinces Transportation Commission, the shippers' service agency established in 1925 and funded by the four Atlantic

Provinces, operated as in previous years from its offices in Moncton with a staff of twelve and provided a wide range of services to users of transportation, organizations and governments. It is governed by a Board of Directors, ten of whom are appointed by the four governments and the remaining ten by the Atlantic Provinces Chamber of Commerce.

Prince Edward Island's contribution to the operation of the Commission for the 1983/84 fiscal year was \$35,225 or 1/15 of the total budget.

Prince Edward Island is represented on the Commission's Board by the following directors:

Government —	Kenneth A. MacKenzie
	George D. Wright
Chamber of Commerce —	George Key
	Norman Clarey

BUS TRANSPORT

Scheduled bus services for passengers and parcel express are operated in this province by Island Transit and Via Rail Canada Inc. A bus charter service is offered by SMT Limited.

Island Transit, which began in 1976 as Island Transit Co-operative Ltd., was taken over by the Province in 1980 and operated under the direction of a planning division of the Department of Highways until 1982 when the responsibility for its operation was transferred to the Transportation Division of this department. In 1983 this carrier operated one return trip between Charlottetown, Summerside and Tignish five days per week and one return trip five days per week between Charlottetown and Souris and Charlottetown and New Glasgow, N.S. for connections with Acadian Lines. During the year this service experienced an operating deficit of \$33,849.

Via Rail operates twice daily service between Charlottetown and Moncton for connections with mainland trains and other bus lines.

Via operates this service, using vehicles chartered from SMT Limited, under a directive from the Canadian Transport Commission that a bus service must be provided in lieu of rail passenger service which was discontinued pursuant to an application by CN Railways in 1969.

On January 20, 1984, Island Transit vacated its terminal on Kent Street and moved to a new terminal at 308 Queen Street where it shares

terminal facilities and ticketing services with Via Rail. It is expected that this arrangement will result in a substantial reduction in operating costs.

COMMUNICATIONS

The Atlantic Consultative Committee on Communications, which is composed of Communications officials of the four Atlantic Provinces and federal Department of Communications, and chaired by a representative of the Council of Maritime Premiers, continues to be the principal forum for developing regional and provincial positions on communications issues. The Committee met four times during the past year to discuss communications issues, some of which included Competition, National Broadcasting Policy, Regulation, Pay Television, Cable Delegation, Telecommunications Policy Review, Local Measured Service, and Universal Availability of Telephone Service.

The federal government made public a paper entitled "A New National Broadcasting Policy". The framework of the new policy will rest on four basic and complimentary policies:

- 1) expanded programming choice;
- 2) strengthened Canadian programming;
- 3) policy direction over the CRTC; and
- 4) relaxed TVRO licensing requirements.

In addition, several areas for policy development were advanced for consultation dealing with:

- 1) higher levels of performance by private broadcasters respecting Canadian programming;
- 2) the enhancement and extension of French-language broadcasting and programming services in Quebec and across Canada;
- 3) the establishment of a framework for international marketing of Canadian television programs in both official languages;
- 4) reinforce efforts to equalize broadcasting services throughout the country;
- 5) response to the needs of native people for broadcasting services that reflect their languages and cultures;
- 6) the development of a more flexible regulatory environment attuned to the new technologies;
- 7) the revision of the legislative framework for broadcasting, and
- 8) a fundamental review of the role of the CBC, emphasizing the need for increased levels of Canadian content and moving towards greater use of high quality Canadian programming purchased from independent Canadian producers.

The most pressing issue in communications today is that of competition. This issue will be addressed by governments, regulators, telecommunications carriers and consumers over the next decade.

FEDERAL/PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION

This committee was appointed by the Minister of Transport in 1969 to examine existing Atlantic Region Freight Subsidy programs to determine if the funds allocated for these programs could be used more effectively. The role of the Committee was later expanded so that it became the principal forum for federal/provincial consultation on transportation policy matters at the officials' level. Its members are representatives of Transport Canada, the Canadian Transport Commission and the transportation departments of the five eastern provinces. The Committee met several times during the year to deal with various transportation issues affecting the Atlantic Provinces and Quebec.

FEDERAL/PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS

This Committee was established by Statistics Canada to provide for input from the provincial and territorial governments respecting requirements for transportation statistics programs. It meets several times each year and has two members from each province and territory as well as representatives of Statistics Canada, Transport Canada and the Canadian Transport Commission. P.E.I. is represented on the Committee by the Directors of the Provinces' Statistics and Transportation Divisions.

FERRY SERVICES

The Premier and Minister of Transport met with CN Marine officials to express the concern of the Government over the reduced number of crossings between Borden and Cape Tormentine and the transfer of the John Hamilton Gray from the Prince Edward Island service to Newfoundland during the summer months. Following further discussions between officials of Transport Canada, CN Marine and provincial transportation officials, guarantees were obtained as to the minimum level of service to be maintained in future and, also, that another vessel would be made available for the Borden-Cape Tormentine service should one of the ferries in that service be out of operation for an extended period while the John Hamilton Gray is in Newfoundland. In June, a dispute between CN Marine and Local 127 of the Canadian Brotherhood of Railway, Transport and General Workers concerning the effect of scheduled changes on ferry employees resulted in some angry words, picketing and meetings

between the Union, CN Marine and the provincial government. A compromise was eventually reached without any major interruption in service. The Union made further representation to the Minister of Transportation and Public Works in September respecting safety concerns with the MV Abegweit related to the lifesaving equipment, emergency power system and other matters. The ship was taken out of service to correct a number of deficiencies. The schedule for the Borden-Cape Tormentine service varied from twelve crossings per day from each terminal in the winter months to twenty in the summer months with additional crossings when necessary due to traffic peaking. CN Marine increased all of its rates by 5% on January 1, 1984 and reported an operating profit of \$17,778 for 1983.

The commencement of the 1983 operating season for the Wood Island-Caribou ferry service was delayed for approximately a month due to a contract dispute between Northumberland Ferries Ltd. and the Canadian Brotherhood of Railway, Transport and General Workers concerning the payment of overtime. This delay resulted in a great deal of additional expense and time loss for the trucking industry and its customers until reconciliation was finally achieved and the service commenced on May 22. Transport Canada carried out an operational survey to determine waiting times at Wood Islands and Caribou and to gather other data related to the operation of the ferry service. The results will be released later this year. The fire which destroyed the wharf at Georgetown left Northumberland Ferries Ltd. without winter berths for two of its ferries. After a number of meetings involving representatives of the ferry operators, Transport Canada, shippers and the Department of Transportation, it was eventually agreed that the Confederation and the Prince Nova would be berthed in Charlottetown. Early in 1984 the Honourable Gordon Lank sought and received assurance from the federal transport Minister that the 1984 operating season for the Northumberland Ferries Ltd. service would begin as soon as navigational aids can be placed, rather than be delayed until May 1, the date specified in the operating contract for this service. There has been a great deal of pressure from the tourist industry to have the rates for recreational vehicles reduced substantially. The industry maintains that these rates are inequitable and adversely affect tourism in this province. There have been several meetings dealing with this issue. There appears to be a general agreement that the rate structures for both ferry services should be adjusted to provide for more equitable rates for recreational vehicles. Another source of concern has been the widening gap between the rate levels for the CN Marine and Northumberland Ferries Ltd. services. Representation was made to federal authorities to bring about a solution to this problem. The serious lack of capacity

in the Wood Islands-Caribou service still persists. Many representations have been made to the Minister of Transport to authorize the construction of two new 150-car capacity ferries and studies of the need for greater capacity for this service have been commissioned by Transport Canada and are now in progress. During its 1983 season Northumberland Ferries Ltd. operated on schedules which provided daily crossings ranging from 8 to 18.

A forum for consultation between the federal and provincial governments on the operation of both ferry services exists in the form of a ferry services committee and this has proven to be an effective means of correcting problems of deficiencies which arise from time to time.

FREIGHT AUDIT SERVICE

The Freight Audit Service is an agency established by the three Maritime governments to minimize transportation costs for shippers and receivers through the auditing of freight bills to determine if there have been overcharges. The agency is located in Moncton and is affiliated with the Atlantic Provinces Transportation Commission. It derives a portion of its revenue from grants from the three governments and the remainder from charges made to clients representing 50% of any savings that have been achieved. During the period covered by this report the Freight Audit Service carried out 72 audits which generated a savings of approximately \$98,000. The total budget of the service for the 1983/84 fiscal year was \$31,000. Prince Edward Island's grant was \$2,584 or 1/12 of the total government contribution. The revenue received from charges made to clients during the year was \$46,317 or 60% of the total revenue.

FREIGHT SUBSIDIES

Pursuant to a Memorandum of Understanding signed by the Minister of Transport and the Transportation Ministers from the four Atlantic Provinces in 1982, the second of a two-stage reduction in the intra regional subsidy paid under the Atlantic Region Freight Assistance Act, from 15% to 10% became effective April 1, 1983.

In the spring of 1983 Transport Canada awarded a contract to James F. Hickling Management Consultants Ltd. to carry out a review of the MFRA/ARFAA subsidy programs. The objective of the study was to determine, among other things, the economic and financial impact of complete or partial removal of the freight subsidy programs. There was a storm of protest from Atlantic governments and the private sector and many submissions supporting the retention of the subsidy were made to

the Minister of Transport and the consultants. The study was completed and a report entitled "The Impact of Freight Transportation Subsidies under the Maritime Freight Rates Act and the Atlantic Region Freight Assistance Act" was issued in September 1983. The consultants' findings were that these subsidy programs were, indeed, effective instruments of economic development for the region and that their removal could have serious negative impacts. The Minister of Transport accepted the findings of the consultants and decided that no changes would be made to the subsidy programs.

MARITIME PROVINCES TRANSPORTATION COMMITTEE

This committee was established in 1972 by the Council of Maritime Premiers to develop an integrated approach to transportation in the Maritime provinces. The Committee consists of the Directors of Transportation for the three provinces assisted by other officials. During the year the Committee's activities were directed chiefly towards developing recommendations for reform of truck regulation to develop greater uniformity and to ease the administrative burden on the trucking industry in the Maritimes.

MARITIME PROVINCES TRANSPORTATION PLANNING GROUP

The Memorandum of Understanding respecting Maritime provinces transportation which was signed in 1982 and which provided for the reduction for the Atlantic region freight subsidies from 15% to 10% also provided for joint federal/provincial transportation planning. To undertake the various planning tasks a federal/provincial committee, comprising the Directors of Transportation for the Maritime Provinces and officials from Transport Canada, was established. The Committee set up a number of working groups and completed the following studies:

- 1) Analysis of Freight Transportation in the Maritime Provinces
- 2) Study of Intercity Bus Operations
- 3) Airport Needs Committee
- 4) Ferry Needs Study
- 5) Passenger Transportation Services Review.

MOTOR CARRIER REGULATORY REFORM

The provinces and territories of Canada are in the process of reviewing existing legislation and regulations governing the motor carrier industry to determine if regulatory reform measures can be implemented which will ease the administrative burden on the trucking industry, promote more

competition by improving ease of entry into the industry and generally streamlining the process of motor carrier regulation. The review is being carried out by the Canadian Conference of Motor Carrier Administrators under the auspices of the Council of Ministers Responsible for Transportation and Highway Safety. This province is represented by officials of this department together with officials of the Public Utilities Commission who have participated in eight meetings dealing with this review, during the period covered by this report. A number of significant recommendations have been developed for presentation to the Council of Ministers.

PHYSICAL DISTRIBUTION ADVISORY SERVICE

The Physical Distribution Advisory Service was established on the recommendation of the Federal/Provincial Committee on Atlantic Region Transportation in 1973 to assist Atlantic region industry in reducing costs by providing expert advice and planning on physical distribution management. The agency is supported financially by the four Atlantic governments, the Department of Regional Economic Expansion, and revenue from client fees. It maintains offices in Moncton with a staff of four and carries out studies leading to recommendations on the various elements of physical distribution management. The agency also conducts seminars in various centres in the region. It is governed by a steering committee comprising the Directors of Transportation from the four Atlantic provinces and officials of the Department of Regional Economic Expansion.

The total budget of the Physical Distribution Advisory Service for the 1983/84 fiscal year was \$414,286 of which \$225,000 was derived from government grants and \$189,826 from client revenue. This department's share of the government grants was 1/45 or \$5,000.

PRINCE EDWARD ISLAND POTATO LOADING FACILITY PROGRAM

The joint Federal-Provincial-CN Rail Potato Marketing Board Committee of the P.E.I. Rail Potato Loading Point project recommended, as a pilot project, two mechanized, temperature-controlled rail car loading facilities to be constructed at Souris and Albany. The Souris facility, a three-door unit, was completed in February 1983 at a cost of \$387,500. The Albany loading point, which is a five-door loading unit and incorporates an additional 140 square meters of office space, was completed in January of 1984 at a cost of \$662,000. The buildings and property at both loading points are entrusted to Canadian National by Orders-in-Council PC 1983-84 and PC 1984-467, with day to day management and loading services being provided by the PMB under a subagreement with Canadian

National. Funding for construction and land acquisition was provided by Transport Canada through the Federal Development Strategy to enhance and encourage potato shipping by rail cars.

The Committee decided to forego any further construction of loading points until the present facilities can be evaluated over a three-year period, the conclusion of which will be the 1986-87 shipping year.

PRINCE EDWARD ISLAND/NEWFOUNDLAND SHIPPING STUDY

This department cooperated with Transport Canada in the study to determine the feasibility of a roll-on roll-off shipping service between this province and Newfoundland as a possible means of improving trade opportunities with that province. The \$10,000 study, cost shared between this department and Transport Canada, and carried out by Melville Shipping Ltd., concluded that existing truck traffic operating between the two provinces did not produce enough revenue to offset the estimated operating costs and that the service would not be economically feasible without a subsidy. A further examination failed to identify sufficient potential traffic to make the proposed service self supporting.

PORTS

A number of the recommendations of the Prince Edward Island Ports Master plan, completed in 1982, are being implemented as follows:

Charlottetown (Railway Wharf)

- construction of a transfer corridor;
- insulation and new heating systems for transit sheds;
- repaving the surface of the wharf;
- construction of a marshalling yard.

Georgetown

- reconstruction of wharf destroyed by fire in August 1983.

Souris

- extension of wharves;
- improvement to breakwater;
- installation of waterlines;
- improved loading facilities at railway wharf.

Summerside

- dredging of railway wharf area to 8.45 meters;
- dredging of channel to 6.7 meters;
- strengthening of railway wharf.

The Canada Ports Act provides for the establishment of Regional Advisory Councils to provide for policy input from provincial governments on the operation of national ports. The Maritime Provinces Regional Advisory Council has been established and comprises representatives from Transport Canada, the Ports of Halifax and Saint John and the Directors of Transportation from the three Maritime provinces. The Councils will meet on an as required basis. The Canada Ports Act also provides for Public Harbours Advisory Councils which will be composed of interested parties from the areas in which the ports are located. These have yet to be appointed for Prince Edward Island's four major ports.

RAIL TRANSPORT

In March, 1983 Canadian National Railway's Vice-President, R.G. Messenger met with the Premier and the Minister of Transportation and Public Works to discuss Canadian National's operation in this province and advised that continued emphasis on moving traffic by an intermodal system rather than by rail carload was probable. He stated that a 5-year operating plan was being developed and would be ready for presentation to the Province in September, 1983. A number of meetings between officials of Canadian National and this department have been held to discuss this issue but the plan has not yet been presented officially to the Province. A meeting is scheduled in April, 1984 for this purpose.

Canadian National Railways' rate increases have been limited to 6% and 5% by federal government guidelines. Canadian National recorded a profit of \$212,300,000 in 1983. While some of its enterprises suffered substantial losses, its rail operation resulted in a profit of \$260,694,000.

Terra Transport, the Newfoundland division of CN Railways, operates a container service to the Island of Newfoundland from other ports of Canada. There have been charges by water transport carriers and motor carriers that the rates charged for this service are below cost. There have also been claims by shippers that rates charged for goods moving from Ontario and Quebec to Newfoundland do not reflect the relative distances and, therefore, discriminate against Maritime provinces shippers. A number of Terra Transport rates have been the subject of an appeal before the Canadian Transport Commission and are presently under review by that body. Several meetings between officials of Terra Transport and this department have been held to discuss rates which could be prejudicial to shippers in this province and a number of lower rates have been made available to Island shippers as a result.

For the past eight years this province has participated with the other provinces of Canada with a rail costing study. This is a review of the Canadian Transport Commission of the Rail Costing Order which determines the costs which railways may take into consideration in fixing rates. The study is still in progress.

URBAN TRANSPORTATION

The Urban Transportation Assistance Program, a federal government program which provides funding for eligible urban transportation projects, and which was commenced in 1978 terminated on March 31, 1983. Under this program \$897,551.89 in federal funds was received to provide 80% of the cost of completing the following 18 projects:

Bunbury/Southport Pedestrian Walkway/Underpass	\$ 419,730.75
Charlottetown Transportation Plan Phase II	40,400.00
Charlottetown Transit Survey	3,000.00
Montague Walkway	42,051.31
Souris Walkway	12,600.87
Summerside Transportation Plan	54,000.00
Cornwall/Wheels Inc. Bus for Handicapped	30,500.00
Montague Traffic Study	11,330.00
Wilmot Walkway	55,325.80
Charlottetown Spring Park Road Walkway	46,318.45
Charlottetown North River/Belvedere Avenue Walkway	56,664.28
Town of Montague Queens Rd./Princess Dr. Walkway	47,661.72
Village of West Royalty Walkway	130,014.69
Charlottetown Bus for Senior Citizens	122,756.00
Charlottetown Traffic Lights Synchronization	115,985.04
Charlottetown/Sherwood/Parkdale Belvedere Ave. Walkway	157,981.74
Town of Montague Bus for Senior Citizens	32,652.00
Summerside Waterfront Development Corp.	
Rail/Truck Transhipment Centre	278,547.00
	<u>\$1,657,519.65</u>

The remaining 20% of the project cost was provided by the municipality or government departments making application for assistance.

VIA RAIL CANADA INC.

Via Rail continued to operate under difficult conditions in 1983 without adequate equipment, without enabling legislation, and without satisfactory operating agreements with the railways. The result has been many mechanical breakdowns, poor on-time performance and a rash of complaints from its passengers. These deficiencies are being examined by

the federal government and it is hoped that improvements will be forthcoming in the near future which will allow this corporation to operate in a more satisfactory manner.

The Via Rail Advisory Council, a body created to provide policy input with respect to Via's operation in this region met three times during the period covered by this report. This body has representation from provincial governments, business, education institutions and labour organizations and meets 4 times annually. This province is represented on the Council by the Director of Transportation and Mr. George Brookins, representing the tourist industry.

GENERAL

There have been dramatic changes in transportation policy and services in recent years, of which the trend towards deregulation is but one example. The year just ended has seen some achievements in transportation and some new problems as well as those which have been on-going. The lack of adequate ferry capacity continues to affect adversely the tourist industry and the trucking industry. The erosion of the railway operation in the province continues and could become a major deficiency in the Island's transportation system. Cheaper transportation to Newfoundland is a requirement which must be met if Prince Edward Island is to achieve its marketing potential in that province. There is also a need for improved regional air service.

The activities of the Transportation Division will again be directed to these challenges as well as new ones which will arise and the best efforts of the staff will be required to meet them.

TRANSPORTATION STATISTICS

AIR

Air Passenger

The following are the 1983 air passenger traffic statistics with 1982 comparisons:

<u>Air Canada</u>	<u>To P.E.I.</u>	<u>From P.E.I.</u>	<u>Total</u>
1983	29,718	33,929	63,647
1982	29,153	32,314	61,467
% change	2%	5%	4%

Eastern Provincial Airways (1963) Ltd.

	To P.E.I.	From P.E.I.	Total
1983	32,308	30,183	62,491
1982	42,647	41,115	83,762
% change	-24%	-26%	-25%

Air Freight and Air Mail (lbs.)

The following are the 1983 air cargo and air mail statistics with 1982 comparisons:

Air Canada

	Cargo		Mail	
	To P.E.I.	From P.E.I.	To P.E.I.	From P.E.I.
1983	287,592	564,728	386,715	103,045
1982	344,276	355,235	326,046	106,318
% change	-16%	59%	18%	-3%

Eastern Provincial Airways

	Cargo		Mail	
	To P.E.I.	From P.E.I.	To P.E.I.	From P.E.I.
1983	313,603	866,528	291,734	170,511
1982	402,156	946,111	309,549	181,610
% change	-22%	-8%	-5.8%	-6%

BUS

ISLAND TRANSIT

	1982	1983
Charlottetown/Souris	739	874
Charlottetown/Tignish	9,524	9,411
Charlottetown/New Glasgow	2,096	2,546

VIA RAIL BUS SERVICE

	1982	1983	% Change
Passengers from P.E.I. to Mainland ..	19,232	20,793	8%
Passengers to P.E.I. from Mainland ..	18,855	21,471	13%
TOTALS (both directions)	38,087	42,264	11%

FERRY

Borden-Cape Tormentine Ferry Service

The following are the 1983 traffic statistics for CN Marine Prince Edward Island-New Brunswick service, with 1982 comparisons:

	Autos	Trailers Campers	Trucks	Trailers	Buses	Rail Cars	Passengers
1983	478,292	29,423	73,807	75,095	3,251	11,424	1,565,603
1982	442,716	30,417	70,144	66,668	3,103	12,128	1,451,915
% Change	8%	-3%	5%	12%	4.8%	-6%	8%

Wood Islands-Caribou Service

The following are the 1983 traffic statistics for the Prince Edward Island-Nova Scotia service operated by Northumberland Ferries Ltd. with 1982 comparisons:

	Autos	Rec. Vehicles	Trucks	Buses	Passengers
May 22-Dec. 19/83	141,346	13,791	31,269	1,320	496,400
Apr. 23-Dec. 20/82	149,037	14,756	33,518	1,238	526,300
% Change	-5%	-6%	-6%	6.6%	-6%

Souris-Grindstone Service

The following are the 1983 traffic statistics for the Prince Edward Island-Magdalen Islands service operated by CTMA with 1982 comparisons:

	Autos	Trailers	Trucks	M/cycles Bicycles	Heavy Mach.	Passengers
1983	12,125	—	4,088	1,879	63	43,612
1982	11,165	696	4,219	2,035	52	45,527
% Change	9%		-3%	-8%	21%	-4%

RAIL

Freight in Carloads

The following are the 1983 statistics for interprovincial rail freight in carloads, with 1982 comparisons:

	To P.E.I.	From P.E.I.	Total
1983	3,172	3,068	6,240
1982	3,008	3,152	6,160
% Change	5%	-2.7%	1.3%

Freight in Tons

The following are the 1983 statistics for interprovincial freight in tons, with 1982 comparisons:

	To P.E.I.	From P.E.I.	Total
1983	181,210	113,798	295,008
1982	243,301	124,857	368,158
% Change	-25%	-8.9%	-19.9%

WATER

TONS (Metric)

The following are the statistics for 1983 waterborne freight for the four principle ports, with 1982 comparisons:

	Charlottetown		Georgetown	
	Loaded	Unloaded	Loaded	Unloaded
1983	22,974	18,474	—	2,897
1982	10,707	343,460	16,791	35,858

	Souris		Summerside	
	Loaded	Unloaded	Loaded	Unloaded
1983	9,136	—	74,473	—
1982	16,202	5,442	60,951	35,506

	TOTALS	
	Loaded	Unloaded
1983	106,583	21,371
1982	87,860	384,408

VESSELS

The following are the 1983 vessel traffic statistics for the 3 principle ports with 1982 comparisons:

	ARRIVALS		DEPARTURES		TOTALS	
	1983	1982	1983	1982	1983	1982
Charlottetown	24	148	23	152	47	300
Summerside	39	56	39	60	78	116
Souris	10	12	13	10	23	22
Georgetown	2	36	3	36	5	72

N.B. DOES NOT INCLUDE DOMESTIC

HIGHWAY SAFETY DIVISION

01 April 1983 – 31 March 1984

The Highway Safety Division operated branches at Alberton, Souris, Montague, Summerside, and headquarters in Charlottetown providing the general administration, safety programs and registration functions.

The Division's overall objective is to promote safe conditions for highway users, provide registration for vehicles and drivers and to support the Minister of Transportation and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act.

Activity in the driving theatre was divided into two categories: (1) the driver; and (2) the vehicle. In each of these categories the measures designed to counter highway collisions were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle.

Countermeasures were planned and conducted on the premise that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasure strategy was to increase the driver's knowledge of highway laws and safe driving practices by creating a general awareness through the public news media; in testing new drivers; licensing control over newly licensed drivers, and correction of unsafe practices among other drivers.

HIGHWAY SAFETY SECTION

The Safety Section plans and co-ordinates the following programs:

- 1) Promotion of Highway Safety
- 2) Driver Improvement
- 3) Motor Vehicle Inspection

PROMOTION OF HIGHWAY SAFETY

a) Driver Testing

The basic objective of driver testing is to establish and maintain acceptable standards for the issuance of driver licenses for all classes of vehicles in accordance with the provisions of the Highway Traffic Act, Regulations, and Departmental policy. To obtain a driver's license, an applicant needs the necessary knowledge, skill, physical and mental ability to safely operate a motor vehicle. The driver examiner tests all drivers requiring an initial license and those requiring a higher class of license.

This is done through written examination of rules of the road, vision screening and actual road tests with applicable vehicle.

In 1983, the driver testing section conducted 4,146 written and oral knowledge tests, with a failure rate of 27%. Road tests were administered to 3,982 applicants, with a failure rate of 41%. Motorcycle road tests were given to 560 applicants, with a failure rate of 6%. The total number of written and driving tests administered in the five regional offices in Charlottetown, Summerside, Alberton, Souris and Montague was 8,688.

b) Media Program

This Section provides safety information to the driving public in all areas of highway driving. Each year the Safety Division uses newspapers, radio, and television to deliver messages promoting bicycle safety, rules of the road, pedestrian safety, winter driving, and seatbelt use. Impaired drivers are a continual problem on the highways and a constant campaign is conducted to encourage people not to drive after they have been drinking.

c) Accident Reporting System

Computer records are kept on all reported motor vehicle accidents. During 1983, it is estimated that 777 million kilometers were driven by motor vehicles on Prince Edward Island. There were 2,884 collisions resulting in 861 injuries and thirty-one fatalities. The thirty-one fatalities included eighteen drivers, three passengers, three motorcycle operators, four pedestrians, two cyclists, and one in which the road user class was not stated.

None of the twenty-one fatally injured vehicle occupants were using a seatbelt or restraint system. There were sixty-one vehicle occupants involved in twenty-one fatal collisions: thirty-one were injured, twenty-one were killed and nine occupants had no physical injuries. (This does not include pedestrian collisions, collisions involving a motorcycle, or a bicycle.)

Alcohol was involved in 55% of the fatal collisions.

DRIVER IMPROVEMENT

The primary function of the Driver Improvement Section is to identify the problem drivers (by their driving record) and to induce them to change their driving habits and attitudes, thereby reducing fatalities, injuries, and property damage.

a) Defensive Driving Courses

Courses on safe driving habits have been developed by the Canada Safety Council with the co-operation of the Provincial Government. Attendance at these courses is voluntary and those who successfully complete the Course are given a bonus of 3 points which can be used as a credit in the Demerit Point System. Besides the attraction of 3 demerit points, the Defensive Driving Course develops safer drivers for Prince Edward Island highways.

In 1983, there were 23 Defensive Driving Courses offered in the Province with 333 students participating and 297 successfully completing the Course.

b) Driver Improvement Courses

When a driver accumulates six or more demerit points, a letter is issued advising of the consequences which could result from further demerit points. If a driver accumulates nine or more demerit points, the driver is required to attend a Driver Improvement interview in which the driver is assisted in achieving an awareness of the driving problem and developing a solution to that problem. After a driver accumulates 12 or more demerit points, the license is suspended for a period of three months. To have suspended licenses reinstated, drivers must attend a reinstatement interview and it is a mandatory condition of the reinstatement of licenses that drivers attend a Driver Improvement Course within six months of having their license returned. If a driver fails to attend the required Course, the license may be further suspended.

In 1983, eight Driver Improvement Courses were held throughout the Province with 423 drivers attending. Of those attending, only 211 successfully completed the Course.

c) Driver Rehabilitation

This is the Alcohol and Drug Abuse Program. All drivers who are convicted of a second or subsequent offence pursuant to Sections 234, 234.1, 235, or 236 of the Criminal Code of Canada must attend an Impaired Drivers Course conducted by the Highway Safety Section. This course must be completed before a driver suspended under these sections can have his driver's license reinstated.

In 1983, six (6) courses were conducted throughout the Province with 155 suspended drivers attending and 133 of the attendants completing the Course. Anyone who did not complete the course would not have their license reinstated.

ANNUAL MOTOR VEHICLE INSPECTION

The Motor Vehicle Inspection Program continued in 1983 to monitor the operating condition of motor vehicles in Prince Edward Island. The compulsory inspection of passenger cars, light trucks, heavy trucks, trailers, and motorcycles totalled 75,290. Motorcycles were required to be safety inspected beginning January 1983. The inspection stations and authorized inspection mechanics carried out the following inspections:

Vehicles inspected	70,990
Vehicles approved	65,320
Vehicles rejected	5,670

MOTOR VEHICLE REGISTRATIONS & REVENUE

APRIL 1/83 to MARCH 31/84

	Cars	Trucks	Trailers	From Trucks	Fire Trucks	1/3 Yr. Trucks	PRP Plates	Priorate Fee	Cab Cards	Trip Permits	M.C.	S.B.	S.M.F.	S.V.	Snow Mobiles	Driver's License	Other*	Revenue
April	8,369	4,938	1,275	671	23	409	167	789	811	-	839	2	137	61	1	2,172	11,481	\$ 679,686.84
May	2,224	1,843	1,058	280	11	143	42	466	520	13	456	1	35	43	2	2,648	12,363	241,682.93
June	1,617	491	902	44	3	73	21	301	360	144	269	-	5	13	-	2,636	13,121	148,415.31
July	1,221	319	513	20	2	14	3	155	222	92	114	-	2	23	-	2,652	11,609	94,862.32
August	1,095	298	267	40	1	467	10	102	155	78	45	2	3	10	-	2,852	10,478	133,795.87
September	835	224	107	91	-	97	10	122	151	85	24	7	2	4	1	2,616	10,050	81,758.60
October	801	213	87	27	-	39	17	121	192	137	7	-	3	4	-	2,526	9,837	68,572.14
November	748	231	44	14	1	5	17	79	111	86	2	12	4	2	4	2,179	11,176	75,532.33
December	438	140	31	11	1	224	15	63	82	62	-	7	1	6	5	2,092	6,858	66,202.57
January	3,227	730	83	63	3	36	18	182	278	61	29	97	22	11	17	2,057	5,084	176,014.31
February	6,861	1,418	251	233	24	9	48	622	761	21	73	23	35	23	1	2,239	6,691	356,276.84
March	23,475	3,886	994	791	63	7	149	1,784	1,934	41	215	233	222	65	-	2,303	9,284	1,130,122.82
TOTALS	50,911	14,731	5,612	2,285	132	1,523	517	4,786	5,577	820	2,073	384	471	265	31	28,972	118,032	\$3,252,922.88

*Public Vehicles, Dealers, Instruction Permits, Duplicate Copies, Transfers, M.V.I. Stickers, Abstracts, Miscellaneous Receipts, Appointment Fees, Administration Fees, Reinstatement Fees.

RECORDS SECTION

This section maintains records on all drivers who have had convictions for motor vehicle related offences and who are scheduled for counselling activity such as an interview or a re-examination. This Section also maintains documents on compulsory insurance, accident statistics and motor vehicle dealers.

This Section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1983 to March 31, 1984, the Records Section processed approximately 62,000 transactions for various reasons. A summary of the major activities are shown in the table following. (1982-83 figures are shown for comparison purposes.)

	1982-83	1983-84
1. Driver License Suspensions		
a) Criminal Code	1,323	1,338
b) Demerit Point System	456	457
2. Driver Licenses Confiscated		
a) Criminal Code	189	177
b) Demerit Point System	93	112
3. Driver License Reinstatement		
a) Criminal Code	1,064	1,138
b) Demerit Point System	387	362
4. Compulsory Insurance		
a) Cancellations received from Insurance Companies	14,994	14,069
b) Not actioned because of storage or satisfactory response when contacted	12,629	13,620
5. Accidents		
a) Fatalities	14	36
b) Injuries	725	856
c) Number of Fatal Accidents	13	33
d) Number of Collisions	2,396	2,855
6. Unsatisfied Judgement Fund		
a) Number of new cases	17	14
7. Dealer Trade License		
a) Class "A" New & Used Vehicle	20	30
b) Class "B" Sub-dealers	3	3
c) Class "C" Used Vehicles	23	46

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Province of Prince Edward Island

STATEMENT OF EXPENDITURES

Year Ending March 31, 1984

General Administration

Salaries & Wages	383,591	
Office Supplies & Postage	13,798	
Tel & Tel	100,536	
Miscellaneous	6,033	
Office Equipment	2,256	
Maintenance & Repairs	1,022	
Bad Debt Expense	7,978	
Travel	13,487	
Total General Administration		528,701

HIGHWAY DIVISION

Maintenance Administration

Salaries & Wages	1,270,410	
Tel & Tel	6,563	
Equipment	15,651	
Travel	213,875	
Total Maintenance Administration		1,506,499

MAINTENANCE OF UNPAVED ROADS

Prince County

Prince 1	143,397	
Prince 2	68,741	
Prince 3	38,723	
Prince 4	62,536	
NEED Project	48,753	
Total Prince County		362,150

Queens County

Queens 1	128,744	
Queens 2	51,404	
Queens 3	68,708	
Queens 4	47,712	
Queens 5 & 6	42,799	
NEED Project	52,309	
Total Queens County		391,676

Kings County

Kings 1	96,484	
Kings 2	68,979	
Kings 3	68,298	
Kings 4	44,764	
Kings 5	73,822	
NEED Project	45,708	
Total Kings County		398,055
Total Maintenance of Unpaved Roads		1,151,881

Maintenance of Paved Roads

Prince County	1,588,448	
Queens County	1,723,535	
Kings County	1,481,896	
Total Maintenance of Paved Roads		4,793,879

Maintenance of Bridges

Wages	28,425	
Materials & Supplies	82,063	
Contract Services	68,199	
Total Maintenance of Bridges		178,687

Snow Removal

Materials & Supplies	242,420	
Contract Services	3,343,281	
Total Snow Removal		3,585,701

Sanding & Salting

Wages	911,487	
Materials & Supplies	1,955,378	
Total Sanding & Salting		2,866,865

Garage Administration

Salaries & Wages	4,199,137	
Equipment	78,132	
Materials & Supplies	2,260,171	
Contract Services	15,745	
Travel	50,213	
Telephone, Radios & Taxes	124,253	
Total Garage Administration		6,727,651

TOTAL HIGHWAYS ORDINARY ACCOUNT 21,339,864

HIGHWAY SAFETY BRANCH**Administration**

Salaries & Wages	73,408	
Tel & Tel	21,673	
Miscellaneous	467	
Travel	3,058	
Total Administration		98,606

Motor Vehicle Inspection

Salaries & Wages	22,437	
Materials & Supplies	17,583	
Travel	15,764	
Total Motor Vehicle Inspection		55,784

Driver Improvement Program

Salaries & Wages	116,896	
Office Rent	50	
Miscellaneous	1,226	
Travel	8,677	
Total Driver Improvement Program		126,849

Promotion of Highway Safety

Salaries & Wages	117,558	
Equipment	1,605	
Materials & Supplies	44,223	
Consultant	2,000	
Travel	6,876	
Total Promotion of Highway Safety		172,262

Registration & Licensing

Salaries & Wages	302,984	
Office & Postage	9,400	
Equipment	7,802	
Materials & Supplies	121,959	
Travel	6,668	
Total Registration & Licensing		448,813

Records

Salaries & Wages	94,793	
Total Records		94,793

Summerside

Salaries	194,358	
Equipment	5,738	
Travel	2,576	
Total Summerside		202,672

Montague

Salaries	28,525	
Total Montague		28,525

Alberton

Salaries	26,560	
Total Alberton		26,560

Souris

Salaries	26,060	
Total Souris		26,060

TOTAL HIGHWAY SAFETY DIVISION	1,182,318
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TOTAL HIGHWAY SAFETY BRANCH	1,280,924
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PLANNING BRANCH**Planning Branch Administration**

Salaries	134,243	
Travel	6,996	
Office & General	1,065	
Material & Supplies	18,128	
Contract Services	925	
Grants (Mill River)	426,150	
Total Planning Branch Administration		587,507

Metric Conversion

Salaries	24,909	
Travel	933	
Office & General	6,429	
Material & Supplies	1,282	
Total Metric Conversion		33,553

Parks - Buildings & Highways

Salaries	94,313	
Travel	6,781	
Tel & Tel	567	
Materials & Supplies	2,652	
Total Parks - Buildings & Highways		104,313

PARKS OPERATIONS**Parks — Headquarters**

Salaries	226,154
Travel	11,677
Tel & Tel	2,664
Material & Supplies	<u>24,704</u>
Total Parks Headquarters	265,199

Parks — Eastern Region

Salaries	578,791
Travel	11,504
Office & General	1,821
Tel & Tel	12,728
Material & Supplies	138,024
Contract Services	<u>14,636</u>

Total Parks — Eastern Region 757,504

Parks — Western Region

Salaries	490,579
Travel	14,762
Office & General	852
Tel & Tel	13,813
Material & Supplies	124,311
Contract Services	<u>4,630</u>

Total Parks — Western Region 648,947

Brookvale Ski Park

Salaries	60,440
Travel	771
Tel & Tel	1,248
New Equipment Field & Office ...	2,393
Material & Supplies	<u>24,685</u>
Total Brookvale Ski Park	89,537

TOTAL PARK OPERATIONS 1,761,187

PARKS UPGRADING**Eastern Region**

Salaries	288
Travel	2,910
Office & General	198
Material & Supplies	7,496
New Equipment — Field	<u>3,425</u>

Total Parks Upgrading — Eastern Region	14,317
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Western Region

Salaries	12,533
Travel	599
Office & General	118
New Equipment — Field	295
Material & Supplies	3,967
Contract Services	<u>198</u>

Total Parks Upgrading — Western Region	17,710
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Total Parks Upgrading	32,027
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TOTAL PARKS DIVISION	1,897,527
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Traffic Engineering

Salaries	901,015
Travel	45,459
Material & Supplies	701,048
Contract Services	52,861

Total Traffic Engineering	1,700,383
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Transportation

Salaries	126,529
Travel	11,885
Office & General	1,411
Contract Services	10,000
Transportation Advisory Services ..	8,027

Urban Transportation Assistance Program	363,696
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TOTAL TRANSPORTATION	521,548
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Island Transit

Salaries	60,310	
Travel	957	
New Equipment — Office	684	
Office & General	877	
Tel & Tel	1,625	
Material & Supplies	50,784	
Total Island Transit		115,237

TOTAL PLANNING BRANCH ORDINARY ACCOUNT .. 4,855,755

BUILDING BRANCH**Building Administration**

Salaries	67,143	
Travel	1,135	
Total Building Administration		68,278

Construction Administration — Buildings

Salaries	248,813	
Travel	12,214	
Technical & Drafting Equipment and Supplies	3,278	
Total Construction Administration — Buildings		264,305

Maintenance Administration — Buildings

Salaries	426,106	
Travel	28,390	
Office & General	265	
Material & Supplies	17,340	
Total Maintenance Administration — Buildings		472,101

Maintenance of Buildings

Basin Head Museum	10,269	
Beach Grove Infirmary	280,692	
Belmont St. Warehouse	3,467	

B.O.D. Warehouse	3,064	
Brudenell Complex	172,857	
Bunbury Nursery	33,881	
Charlottetown Hospital	414,919	
Coles Building	93,862	
Courthouse — Alberton	9,800	
Fisheries Equipment Building	4,167	
40 Great George St.	35,618	
Government House	226,652	
Greenhouse & Header House		
— Hurry Road	292,347	
Health Centre — Summerside	50,553	
Hillsborough Hospital	525,020	
Home for the Aged	258,257	
Jones Building	474,749	
Kings County Courthouse & Jail ...	27,545	
Kings County Forestry Depot	12,103	
Lady Slipper Visitors Centre	17,036	
Old Health Centre Charlottetown ..	39,765	
Orwell Cove Museum	1,201	
Portable Classrooms	71,496	
Prince County Forestry Depot	13,046	
Prince County Jail & Courthouse ..	93,560	
P.E.I. Hospital	338,227	
Province House	121,388	
Province House Annex	24,135	
Provincial Sanatorium	437,102	
Scalehouses — Borden &		
Wood Islands	11,602	
Shaw & Sullivan Buildings	2,025,923	
Sherwood Hospital	36,377	
Sleepy Hollow Correctional Centre .	174,036	
Southern Kings Highways Depot . .	12,199	
Southern Kings & Queens Regional		
Services Centre	47,423	
Travel Bureau — Wood Islands ...	28,889	
Travel Bureau — Brackley	4,353	
Tourist Interpretive Centre —		
Poole's Corner	24,530	
Veterinary Building — O'Leary ...	21,278	
West Prince Regional Services Centre	39,177	
Total Maintenance of Buildings	6,512,565	
TOTAL BUILDINGS BRANCH		7,317,249

SERVICES BRANCH**Services Administration**

Salaries	65,968	
Travel	430	
Total Services		66,398 66,398

Properties & Accommodations**General**

Salaries	97,972
Travel	2,860
Insurance	209,280
Office Equipment	1,118
Material & Supplies	693
Consultants & Legal Fees & Contract Services	19,013

TOTAL GENERAL 330,936

Rent or Leased Premises

Airport - VIC	163
Alberton - VIC	476
Aulac - VIC	6,905
Brackley - VIC	856
Cambridge Building	171,746
Caribou VIC	2,444
Carvell Building	13,782
Cavendish Cottage	11,866
Cavendish VIC	12,756
CN Marine	500
Eastern Kings Health Centre	8,506
Eastern Kings Reg. Serv. Centre ..	78,121
East Prince Reg. Serv. Centre	135,822
Evangeline Health Centre	2,000
Farm Centre	19,276
F.W. Strong Building	19,681
Hardy Building	6,125
Island Transit	5,560
Johnston Building	108,901
Kent Place	64,924

Kensington Community Centre	3,995	
Kings County Memorial Hospital ..	8,960	
Memorial Building	102,740	
Morell Fire Hall	2,922	
Walter MacDonald (Garage)	4,200	
New Courthouse	681,531	
O'Leary Community Hospital	3,960	
O'Leary Dental Clinic	1,959	
P.E.I. Liquor Control Commission— Borden VIC	14,891	
Prince County Hospital	2,754	
Research Station	153,874	
Royalty Mall	185,063	
Souris Town Hall	2,985	
St. Paul's Rectory	14,812	
Summerside Waterfront Dev. Corp. .	19,540	
Albert Thomas Bldg. (Education) ..	35,777	
Albert Thomas Bldg.	38,617	
Tignish Health Co-op	3,712	
Toronto-Dominion Bank	10,200	
D. Tweel Finance Building	1,200	
West Royalty Industrial Park	13,939	
White Star Laundry	9,401	
Total Rent or Leased Properties	1,987,442	
TOTAL PROPERTIES — ACCOMMODATION & RENT OR LEASED PROPERTIES		2,318,378
Audio Visual Service Centre		
Salaries	188,982	
Travel	6,487	
Audio Visual Equipment	4,367	
Equipment Repairs	27,041	
Total Audio Visual Service Centre		226,877
Postal Services		
Salaries	90,582	
Postage & Equipment Rentals	580,326	
Contract Services	12,858	
Total Postal Services		683,766

Information Services

Salaries	123,405	
Travel	1,459	
Tel & Tel	22,173	
Field Equipment & Supplies	2,433	
Office & General	14,205	
Contract Services	6,294	
Total Information Services		169,969

Properties & Surveys

Salaries	476,705	
Travel	14,617	
Office & General	436	
Prop. Taxes on Prov. Owned Prop. .	4,596	
Field Equipment & Supplies	93,820	
Control Survey Network Maintenance		
Legal Fees & Contract Serv. .	8,855	
Total Properties & Surveys		599,029

Printing Services

Salaries	361,963	
Travel	2,032	
Telephone & Office	6,295	
New Equipment	1,238	
Equipment Repairs	6,526	
Material & Supplies	320,446	
Reproduction Equipment Rentals ..	153,867	
Total Printing Services		852,367

TOTAL SERVICES BRANCH ORDINARY ACCOUNT... 4,916,784

TOTAL TRANSPORTATION AND PUBLIC WORKS

ORDINARY ACCOUNT 39,710,576

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Province of Prince Edward Island

CAPITAL EXPENDITURES

HIGHWAYS DIVISION

Construction Administration

Salaries & Wages	1,018,198	
Travel	2,382	
Miscellaneous	466	
TOTAL CONSTRUCTION ADMINISTRATION		1,021,046

Culvert C/A

Prince County	151,328	
Queens County	86,778	
Kings County	155,853	
TOTAL CULVERT C/A		393,959

BRIDGES C/A

Prince County

Arlington Bridge	15,198	
Cascumpec Bridge	28,749	
Goffs Bridge	5,313	
Haldimands Bridge	18,446	
Haywood Rd., Tignish	37,634	
Jude Point	5,588	
Kildare Road	13,074	
Lords Bridge, Tryon	6,710	
TOTAL PRINCE COUNTY		130,712

Queens County

Bannackburn Road	49,210	
DeSable Bridge	354,662	
North Wiltshire	7,288	
Point DeRoche	7,112	
Riverdale Bridge	34,661	
TOTAL QUEENS COUNTY		452,933

Kings County

Cardigan	22,331
Marie Arch	18,886
Morell	28,787
St. Georges	7,957
Souris Line Road	13,952
TOTAL KINGS COUNTY	91,913

BRIDGE MISCELLANEOUS C/A 124,407

TOTAL BRIDGES C/A 799,965

REGIONAL ECONOMIC EXPANSION PROJECTS

DREE 187-180 - Western Rd. .. 480,797

TOTAL REGIONAL ECONOMIC EXPANSION PROJECT.. 480,797

HIGHWAY CONSTRUCTION**Highway Strengthening Project**

Albany RR Crossing - Middleton ..	261,324
Blueshank Rd. - Graham's Rd.	
(Base)	560,790
Blueshank Rd. - Graham's Rd.	
(Rehab)	185,793
Blueshank Rd. - Kensington RR	
(Base)	322,475
Blueshank Rd. - Kensington RR	
(Rehab)	41,413
Brookfield - Loyalist Rd.	190,591
Milton - Loyalist Rd.	215,335
Truck Origin - Destination Survey .	10,194
TOTAL HIGHWAY STRENGTHENING PROJECT	1,787,915

PROVINCIAL RECONSTRUCTION**Prince County**

Western Road (W. Devon)	83,656
TOTAL PRINCE COUNTY	83,656

Queens County

Dock Road	112,439
Malpeque Road (Waterworks)	39,490
TOTAL QUEENS COUNTY	151,929

Kings County

48 Road	99,654
Fortune Back Road	70,730
Georgetown Road	52,654
Southampton Road	59,971
TOTAL KINGS COUNTY	283,009

TOTAL PROVINCIAL RECONSTRUCTION 518,594

TOTAL HIGHWAY CONSTRUCTION 2,306,510

PROVINCIAL PAVING**Prince County**

Abrams Village	3,514
Acadian Village — Mt. Carmel	50,096
Adams Road	9,054
Ascension Road	14,246
Beaton Road	150,528
Bedeque	44,030
Bernard Road	67,145
Birch Grove Road	126,030
Blueshank Road	165,047
Bolger Road	4,455
Carleton St. — Borden	27,760
Drummond West	4,469
Duke St. — Summerside	31,225
Goodwin Road	17,167
Hammill Road	49,286
Higgins Road	20,867
Indian River Road	13,192
Kelly Road — P1	17,907
Kelly Road — P4	31,823
Kelvin Grove Road	99,423
Kinsman Road	23,279

Leoville Road	88,535
Lewis Road	4,655
MacArthur Road	32,627
MacEwen Road	8,596
MacIntyre (Clermont) Road	66,804
McAllar Road	32,312
Magloire Gallant Road	2,020
Mill Road	8,379
Miscouche - Allan Curbing	4,126
Moase Road	14,532
Penderosa Beach Road	14,251
Penwarden Road	88,031
Pig Brook Road	15,555
Praught Road	33,942
Southwest Road	30,490
Spring Lane - Tignish	3,283
St. Raphael Road	19,907
Upper Urbainville Road	10,178
Waite Road	5,145
1st Prince Ditching	96,661
2nd Prince Ditching	77,907
3rd Prince Ditching	65,943
4th Prince Ditching	81,746
TOTAL PRINCE COUNTY	1,776,168

Queens County

Bardin Crescent S.S.	554
Barlow Road	12,401
Bedeque Road, RTE 225	65,937
Belvedere Avenue	235,524
Belvedere Avenue Sidewalk	61,380
Bethel Road	6,122
Blooming Point	3,160
Breadalbane	31,406
Cobb Road	8,764
Cornwall Access Road	56,886
Cornwall Intersection	75,408
County Line Road (Norboro)	19,510
Clifton Road, Bunbury	13,509
Drake Road	2,159
East Royalty Road	2,941
48 Road	74,769

Friston Road	30,421
Garfield Road	33,193
Greenwood Dr., East Royalty	4,647
Head of Hillsboro	63,004
Horne Cross Road	91,378
Horton Drive	2,559
Inkerman Road	109,521
Kentyre Road	19,379
Kingston Road	114,758
Lewis Road	144,580
Lower Malpeque Road	137,753
MacLellan Road	1,273
MacQuarrie Road (Havanga)	10,102
MacQuarrie Road	17,413
MacWilliams Road	76,943
MacWilliams Road Recap	4,935
Mt. Buchanan Road	12,927
Mt. Edward - Sherwood Road ...	83,001
Malpeque Road - Hall's Hill	29,678
Marion Drive	8,989
Matheson Road	13,793
Mayfield	3,037
Mitchell Road	12,831
Molyneaux Road	143,576
Murnaghan Road	2,952
Nelson St. Victoria S.S.	1,864
New Glasgow - New London	6,019
Old Cardigan Rd. (Mt. Stewart)...	31,356
Parkside Dr., Lewis Point	37,061
Patterson Dr.	26,965
Penpoint Road	60,000
Princetown Road	22,326
Queen Elizabeth Hospital Int.	84,645
Quinn Road	13,000
Red Point (MacDonald Road)	7,361
Reddin Road (Wood Road)	11,399
Riverside Drive SS	2,297
Rustico STS	14,725
Selkirk Road	107,077
Selkirk Road (83)	396,761
Southport - Bunbury Sewetery	
Sewer	82,057
Southview Estates Sub-division	5,945

Spruce Lane Road	47,962
Stanhope Lane	8,221
Todd Road	4,412
Tracadie Hall Road	11,452
Trout River Road (83)	50,640
Trout River Road	27,083
Union Road Diversion	413,698
Vickerson Road	136,270
Websters Corner	4,536
West Royalty Sidewalk	25,840
1st Queens Ditching	94,822
2nd Queens Ditching	75,673
3rd Queens Ditching	96,036
4th Queens Ditching	87,071
5th & 6th Queens Ditching	53,566
TOTAL QUEENS COUNTY	3,891,213

Kings County

Brothers Road	80,325
Burnt Point Road	48,189
Byrnes Road	17,489
Cardigan Road (82)	41,740
Cardigan Road	47,773
East Point Road	57,396
French Creek Road	12,039
Gladstone Road	80,647
Goose River Road	106,947
Greenhill Road	1,339
Indian Road	20,199
Lower Cardigan Road	205,692
Lower Montague Road	68,724
Loyalist Road	18,257
MacKay Road — Bangor	26,442
Main St. Souris — Sidewalk	7,949
Millburn Road	50,584
Mitchell Road	3,759
Morell Parking Lot	6,733
Murray Harbour Cemetery Rd. Ext.	17,967
Naufrage Road	137,573
Peakes Road	29,281
Queens Road SS	89,221
Riley's Lane	7,045

Ross Road	7,116	
St. Patricks Road	17,438	
St. Peters Street	1,166	
7 Mile Road	212,317	
Sheep Pond Road	2,399	
Wightman Point Road	118,824	
1st Kings Ditching	73,094	
2nd Kings Ditching	76,478	
3rd Kings Ditching	73,234	
4th Kings Ditching	68,074	
5th Kings Ditching	72,258	
TOTAL KINGS COUNTY	1,905,708	
Survey & Travel Expenses	839,801	
Sundry	14,585	
Asphalt Materials	(30,483)	
Seeding Operation	5,342	
	829,245	
TOTAL PROVINCIAL PAVING		8,402,334
SUB-DIVISIONS		
Keith Lank's Sub-Division	14,297	
TOTAL SUB-DIVISIONS		14,297
HIGHWAY LABORATORY		228,123
PAVEMENT ASSISTANCE FOR DRIVEWAY		137,846
PAVEMENT MANAGEMENT SYSTEM		73,382
TOTAL HIGHWAYS CAPITAL ACCOUNT		13,858,258
Planning Branch		
Mill River	292,567	
Parks Upgrading	197,514	
TOTAL CAPITAL EXPENDITURES -		
PLANNING BRANCH	490,081	490,081

Buildings Branch

Provincial Sanatorium	189,770	
Province House	80,417	
Government House	60,690	
Coles Building	3,890	
Brudenell Resort	61,301	
Sleepy Hollow Correctional Centre .	7,859	
Miscellaneous Land Purchases	71,500	
P.E.I. Hospital	45,100	
Charlottetown Hospital	444,638	
Summerside Garage Addition	43,616	
Printing Equipment	48,886	
TOTAL BUILDINGS BRANCH	1,057,667	1,057,667

TOTAL CAPITAL EXPENDITURES —

DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS		15,406,007
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